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BADLY DUBBED

Another month, another fully-loaded copy of *Performance VW* delivered to your door, screen or, if you're a bit old-school then your local newsagent stand.

It's been a particularly busy few weeks for us at PVW for a number of reasons, not only due to the amount of shows we've had to cram in, but also due to the shorter deadlines we've incurred. Why? Well, basically so we can squeeze in next month's *Show Special* edition. Yes, those that subscribe to PVW for the year actually get 13 issues for the price of 12. I know, we're good to you. It's actually the third year we've produced this extra issue and it's proven to be a huge success. How do we do it? Well we just have to pull our socks up and work a little harder. Why do we do it? Trust me, Dave and I have been asking ourselves that for the past 36 months (we love it really ~ Dave). It's all for the love of the Veedub, or something...

Don't worry though, if you don't subscribe then you can still pick up the *Show Special* in stores or online (at our new website: www.performancevwmag.com), but in this day and age you've got to be bonkers not to sign up for a subscription. Not only do subscribers have it easy with the magazine literally dropping through their letterbox (or into their inbox) rather than having to scout around to find a newsagent that stocks it, but better still, they get the magazine a few days early, too. Sometimes, even before we see it here at the PVW HQ (don't ask us how). It works out cheaper in the long run, too.



Either way, it seems like a bit of a no-brainer to us, especially as the content of the magazine has never been stronger. Well, according to you guys anyway. We bitch and moan about all the shows we have to attend but the reality of attending events like the recent Edition 38 (full report and in-depth E38 crew profile coming next month) is that we get to spend some invaluable time chatting with you guys; not texting, not DM'ing or emailing, but actually getting to talk face-to-face. I know, how weird. All joking aside, it's so nice to hear that more of you than ever have signed up to support us by way of subscribing. Print media has

certainly taken a bit of a bashing over the last few years, with some of the less polished titles falling by the wayside, but with your support we've ridden the wave and emerged stronger than ever.

It's great to even see some new publications being launched too. Yes, printed on paper as well. Okay, the whole print/digital debate is certainly one for another day, but while not so long ago a number of people went on record claiming print was dead, we think it's safe to say there will always be a place for it in some shape or form. Enjoy the issue.

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LOVE



Every now and again a car comes along, seemingly out of nowhere, that completely blows us away. Be prepared to fall in love with Robin Varley's Mk1...

Words: David Kennedy Photos: Andrew Holliday





'The best water-cooled VW build out of Vancouver' was the claim by photographer Andrew Holliday. And after seeing it for ourselves we have to say we don't think he's wrong...



We don't want to blow our own trumpets or anything but we like to think that we're pretty switched on when it comes to knowing what's going on out there in the modified VW world. It's far easier these days thanks to social media, of course. A quick bit of thumb action on Instagram or a move of a mouse on Facebook and you can see all manner of builds being put together all over the world. The reason for saying this is a simple one: we wanted to convey how blown away we were when Robin Varley's Mk1 dropped in to our email inbox, courtesy of snapper Andrew Holliday. "I saw the car for the first time in person two days ago and it is immaculate," Andrew exclaimed. "It's the best water-cooled VW build out of Vancouver I have ever seen!" Pretty big talk we thought. And then we saw Andrew's awesome photos pop up on Dropbox. Woah, he wasn't exaggerating!

"The Mk1 is just an icon," owner Robin explained when we got in touch with him some time later. "Not to mention it's the car I grew up with. I begun my career with one of the top VW tuners of the '90s and I was just immersed in the culture and technology of making these little cars very fast and well-sorted." Robin's career path might have changed a little, he now earns his Loonies as a technical supervisor on



Stuttgart's very finest, but his passion is still rooted in what came out of Wolfsburg back in the day. "My friend's BBS-kitted '88 GTI is what got me into VWs in the first place, back in 1990," Robin remembered, "although I've always been a car person at heart. I've been watching and following Formula One and Le Mans since 1985."

Robin is now 38-years-old and he's had a fair few Veedubs pass through his hands over the years but this one came in to his possession in a pretty unusual way, as he explains: "It was originally owned by my friend Chester. I was his mechanic on the car and he wanted to have a repaint on it. I talked him into removing the engine to paint the bay. He liked the ideas I had for some improvements and it exploded from there. It had already been built up and ran a gnarly old-school, solid lifter 2.0-litre with an Audi 80 block. It had all the best of the old-school performance parts and a set of ultra-rare forged ATS Limited Line Cups on it."

At the time, the European scene was moving forward and cars with smoothed and simplified bays were starting to become more common. And when Robin saw Marco Haeger's legendary Mk1, it pretty much blew his mind! "Seeing that car opened up my eyes to a whole new world of tuning and modifying. The attention to detail on his cars were really ground-breaking. It set

the bar," Robin remembered.

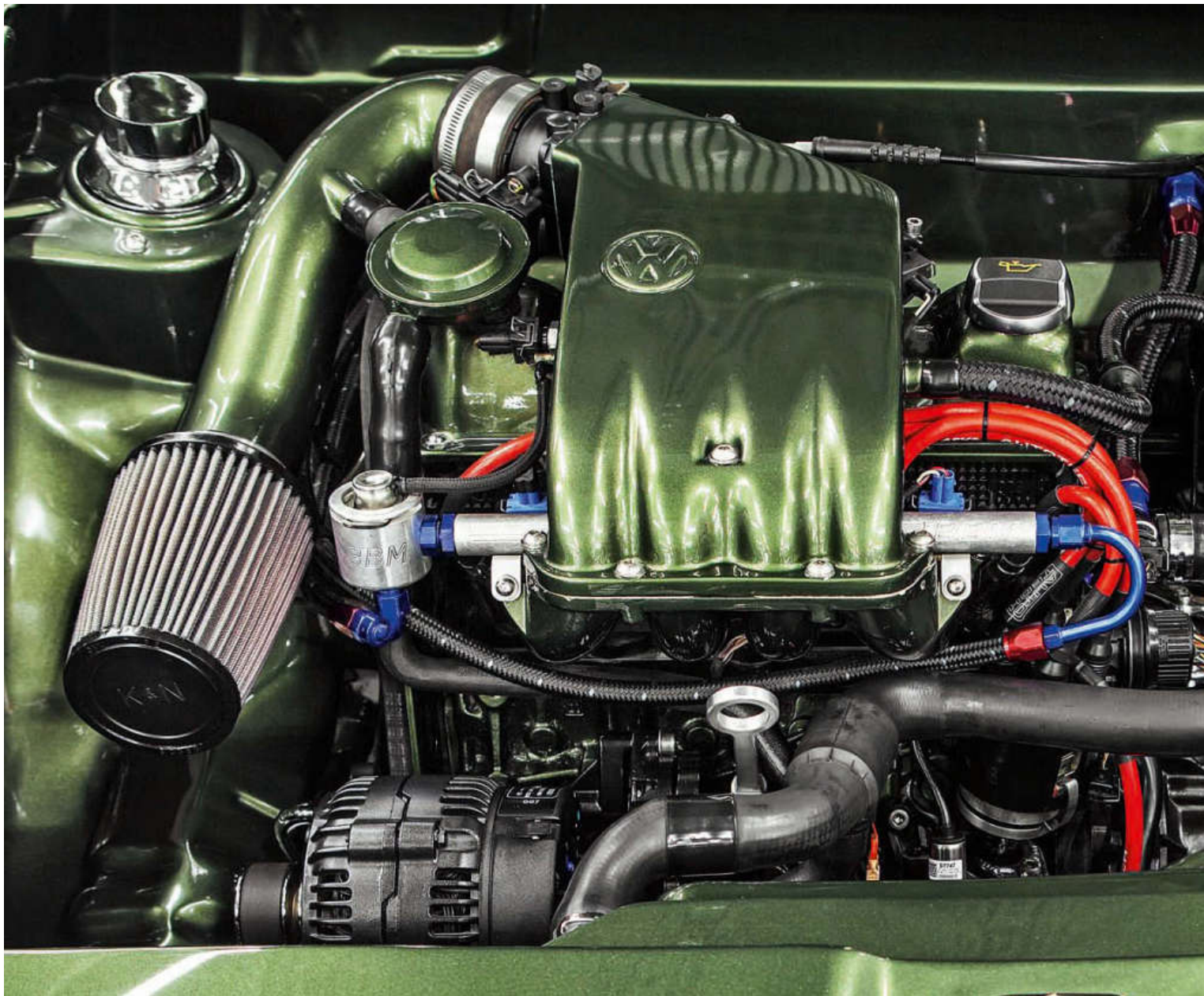
"The entire build took 13 years and went through two owners before me: Chester and Jenkin. They both allowed me the freedom to experiment and had a lot of belief in the vision I had for the car," Robin continued. Confused? Yeah, we were too. Allow us to explain before we go in to too much detail. Chester owned the car for the first eight years, and with Robin working on it with essentially a free rein to do what he liked it got to the stage of the car having an engine, and the bodywork and paint had been done, too, but not much else. Then Chester had to leave the country for work, so another friend, Jenkin, took over ownership of it. While Jenkin had it Robin got it wired up and running. Then Jenkin had to part with the car to fund his wedding and Robin finally bought it for himself. "I never charged Chester or Jenkin a dime in labour. I was building it for the love of it in my spare time so when I bought the car it felt like I was buying back the last ten years of my life," he remembered.

So, let's start at the beginning, shall we? And to make things simpler, we will tell the story from Robin's point of view. "Chester wasn't a modified car guy but he loved VWs so I was allowed to basically build the car the way I envisioned from the start," he explained. When Chester first got hold of the car it was in good

shape, aside from a little bit of rust in the common areas. Most importantly, though, it was an original German-built round headlight Mk1.

About a year later, the car was stripped to the bare metal and put on a jig Robin had fabricated. Now after looking at his car it should come as no surprise that Robin is something of a perfectionist, and that's putting it lightly. "The bodywork and paint took close to three years to complete. The car was walnut blasted, resealed and painted in every nook and cranny. The polishing alone took weeks. It was the only part of the build that I didn't do myself," he proclaimed proudly.

We can't jump forward to the paint stage without first talking about the mind-boggling attention to detail that adorns every area of this Mk1. "All of the smoothing was done in metal first. I wanted the bay to last, so having the least amount of body filler was essential," Robin explained. "I blended all the seams and filled all the holes that didn't fit. I still wanted to retain the look of a Mk1 bay, though, so finding the balance was quite difficult. I built a new wiper motor tower to replace the wimpy stock support and I also smoothed the firewall and eliminated a lot of the mass production stamping sections, too." And that's not even the half of it. All the mounting locations for the wings had metric hardware welded to the back of them to get rid



of the factory screw fixings, the rear of the bumper rails have been boxed in for the wiring to go through, and the front apron and radiator support has been plated with steel to stiffen the front end up. The radiator itself has been sunk in to the support and notched for the cap, too. "I wanted an obsessive hot rod level of detail in the car," justified Robin.

It wasn't just the engine bay that received attention from Robin and his obsessive compulsive welding regime, the rear shock towers were seam welded, cleaned up and smoothed, too.

After all that work on getting the bay looking incredible, engine choice was critical. "It had to have eight valves – it was the purist in me. It just looks oh-so-right in the bay," he explained. "I started out at a time when two-litres worth of engine was all you needed to have a very potent Mk1." The 2.0-litre ABA engine was taken from a '94 Jetta and before it was dropped in to the Mk1's immaculate bay, it was given the full works. The bottom end was rebuilt and balanced, the combustion chambers rebuilt with back-cut intake valves, the head ported and polished and Techtonics Tuning lightweight lifters, titanium valve spring seats, dual valve springs, an adjustable camshaft sprocket and

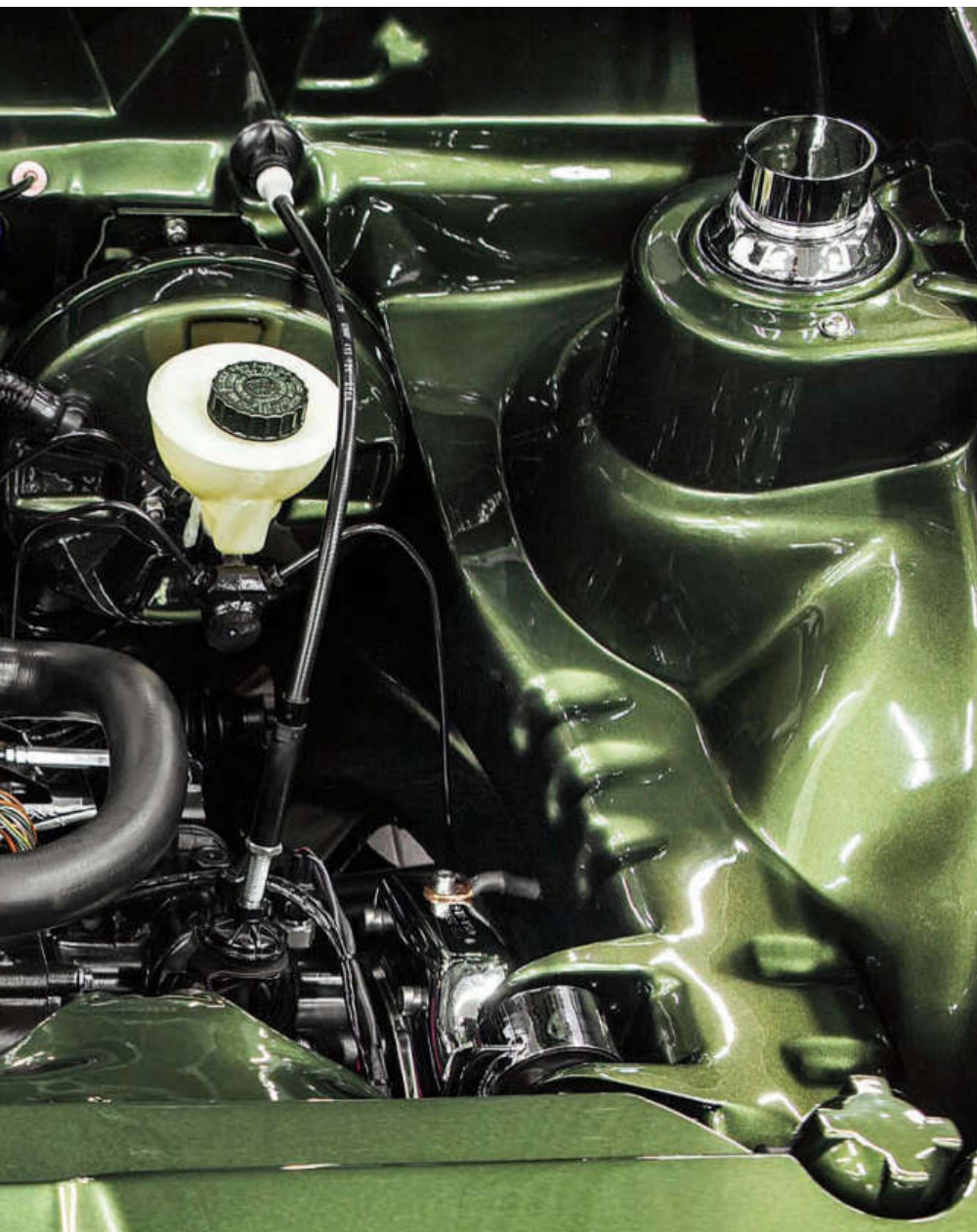
276-degree cam all dropped in. A BBM fuel rail was hooked up along with -6 AN feed lines and balanced injectors, Autotech supplied the ignition leads and Robin fab'd up a custom intake with an integrated MAF mount, too. The gearbox saw a Pelouquin limited-slip differential, a lightened flywheel and a Stage 3 ACT clutch slipped in. Motronic injection with everything changed over to CE2 to suit was hooked up, and the manifold is a hand-built four-in-to-one affair going out to a 2.5" hand-built exhaust. So far, so impressive and that's before we mention the amount of chrome-dipped parts or the attention to detail with the paintwork. "I believe that the perfect amount of power for a street Mk1 is around the 180hp mark which, while I've not dyno'd it, I'd estimate it makes based on other builds I've seen. It makes great sounds and revs very easily with amazing throttle response. I kept the intake tube short for that reason. It surprises the hell out of anyone that has a ride in it," Robin smiled.

It almost goes without saying that the underside of the car is perfectly finished, too. The control arms and rear beam were stiffened, seam welded and powdercoated. The tank was powdercoated with chrome tank strips and everything was polybushed. Even the brace

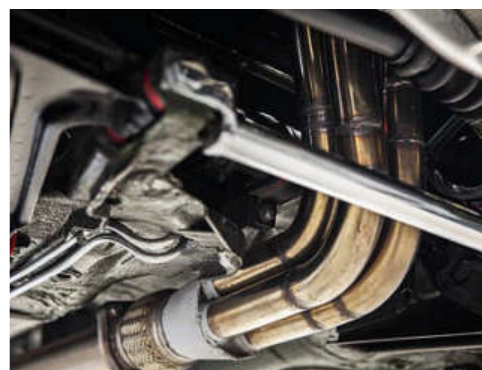
underneath was hand-built and chromed! The brakes are 10" Wilwoods up front and Scirocco 16v discs with Mk4 calipers at the back, complete with a Mk3 brake booster modified to fit in the Mk1 pedal cluster and a Wilwood adjustable bias valve sits next to the handbrake on the inside. Getting the Mk1 sitting just perfectly is a set of KW Variant 1 coilovers and, boy, does it sit just right. "There was no way to package air-ride in the car without compromising several of the areas I was trying to simplify," Robin explains. "I think slammed cars look great when parked up but I love the 'ready to pounce' look of a properly setup Mk1."

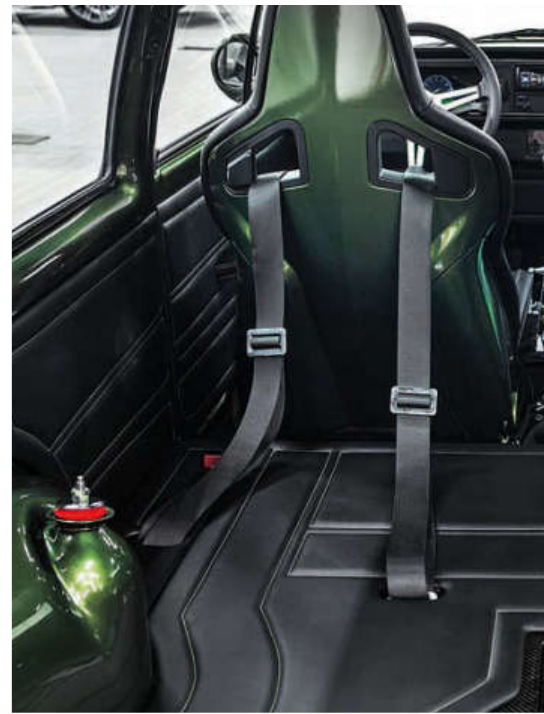
Choosing what wheels to run was an easy choice for Robin: "When I started on VWs one of the first things I had was a Zender Catalogue from the mid-'80s. I built this car to emulate the feel of the Zender catalogue cars. The little German bruisers were so cool, and the wheels were very non-conformist for the time."

Moving to the inside and, well, just look at it. Recaro CS buckets are the focal point up front thanks to the tartan trim and colour-coded stitching, Sabelt harnesses and perfectly formed brackets. "Because deleting the rear seats is such a visually dramatic part of the interior, I wanted a way to retain the essence of a Mk1



"I WANTED AN OBSESSIVE
HOT ROD LEVEL OF
DETAIL IN THE CAR"





Seats, trim choice and the detail work is all perfectly-thought-out and well-executed. Robin's goal was to build a complete car that was at the highest level inside and out and he can be proud of doing just that

GTI," he explained. "The rear has been boarded out and then trimmed in black vinyl with a GTI-style inlay with Olive green stitching. I then taught myself how to make carbon fibre (*like you do ~ All*) and produced parts for the car, and then mixed those with chrome details inside." Even the pedal arms and CAE shifter assembly have been chromed and don't get us started on the speaker pods in the kicks that Robin made or the high-end JL Audio Reference Series speakers, 12w6 subwoofer and 500w amplifier hidden away.

It goes without saying that the exterior is absolutely flawless. The Olive green metallic is glass smooth, the shaved side trim, aerial, hatch lock and badges are just right and the Audi 80 handles and Mattig Cup mirrors are a blast from the past in the right way. There are even parts you can't see that have been totally refinished, such as the sunroof mechanism being chromed.

"In the span of this build, I got married two years into it and have had a beautiful daughter for the past eight. Juggling my career on top of all that mean I'd say that having time to work on

the car has been the most difficult part of the whole build," Robin said. "That and creative execution, as I call it. I looked at some individual parts of this build for months before actually doing them."

For someone who has built a car as good as this, Robin is pleasingly humble about the whole thing and, for that matter, about how people have reacted to it. "I showed it for the first time at Great Canadian VW Show in 2015; it was very humbling having people thank me for showing the car. I felt it was a honor and a relief to be able to share it with the people in the scene that I have always enjoyed," Robin smiled. "I guess I have become used to the car, having had it around for so long, so seeing people react to it in a positive way reminded me of how special it is."

Robin tells us the Mk1 is now back in the garage while he works on a few top secret changes, although he assures us nothing too drastic: "I'm taking the detail work and simplifying things further. Other than that, any other ideas I've had will be done on future builds

as I love the car the way it is."

Still, if the urge to do some major work gets too much for him to deal with he can always take it out on his track car: a 500bhp VRT Syncro. "It needs to go on a diet, get stiffened up and I want to fit Voorman flares, small bumpers and go hunting some of my Porsche customers on track days," he smiled. "I think the it would be cool to see more motorsport-inspired cars out there – stuff inspired by the late '70s to the early '90s IMSA and Le Mans stuff, too," he continued.

Although Robin is clearly inspired by the past we can help but ask him where he sees the future of the scene going. "The future? It would be really cool to see hybrid technology bloom and become the engine and drivetrain swap of choice. I work on the 918 Spyder, and to drive that car with the V8 and both e-machines in action is mind-bending. E-machines integrated into a Mk1 chassis would be just about the pinnacle for me right now..." Well, if anyone can figure out how to do it we think Robin here might just be that man! ●



DUB DETAILS

ENGINE: 2.0-litre ABA from a '94 Jetta GL, bottom end rebuilt and balanced, ported and polished head, combustion chambers rebuilt with back-cut intake valves, .050" removed from head, Techtonics Tuning adjustable camshaft sprocket with 276-degree hydraulic camshaft, TT 276 OBD1 software, TT lightweight lifters with TT titanium valve spring seats, TT dual-valve springs, intake manifold smoothed and 2.0L badge welded and filled, intake manifold gasket matched, custom intake tube with integrated MAF mount, Autotech ignition leads, BBM Fuel rail with -6 AN feed lines, balanced injectors, custom side coolant inlet tube to allow for AN fittings for the heater core and for the Stack cluster, Autotech lightweight intermediate shaft sprocket, ACN 'box five-speed with Peloquin 80% diff locker, 100mm CVs, lightened flywheel with Stage 3 ACT clutch kit, all motor mounts seam welded, powdercoated or chromed, hand-built 1 5/8 primary stainless 4-1 race header with 2.5" hand-built stainless exhaust, heavy-duty exhaust hangers, chromed oil pan with factory windage tray, early Mk1 non-overflow radiator, Motronic injection with all electrics replaced with CE2, custom fuel hardlines chrome dipped with -6 AN ends, Bosch fuel pump, everything on the engine was either powdercoated, chromed or coated in some way

CHASSIS: 7x15" Zender Turbo wheels, ET20 4x100 with 5mm shaved from the mounting face and 165/45/15 Formoza tyres, KW Variant 1 coilovers, polybushed throughout, control arms and rear beam

seam welded and powdercoated, all hardware chromed, high-strength or stainless steel, early Mk1 front upper strut mounts with custom caps and Autotech polybushings, MMP Wilwood 10" front caliper kit, MMP lines and adapters, Scirocco 16V knuckles powdercoated and rebuilt, Scirocco 16v rear disc swap with Mk4 calipers, GMP conversion lines and Hawk HPS pads, Powerslot discs front and rear, Mk3 brake booster modified to fit Mk1 pedal cluster, 22mm Mk3 master cylinder and reservoir Wilwood bias valve plumbed-in, custom lower stress bar chrome dipped with chrome hardware

EXTERIOR: Full respray in Olive Green Metallic, Mattig Cup mirrors on custom bases, Audi 80 door handle swap, shaved side trim, antenna, rear hatch lock, and emblems, fluted 7" crosshair headlamps, early powdercoated Mk1 steel bumpers with smoked front markers, Mk1 Postal Golf tail lamps, clear rear glass, sunroof linkage chrome dipped with stainless hardware, all seals replaced with new OEM parts, smoothed bay

INTERIOR: Recaro Sportster CS seats with colour matched with tartan inlays and Olive green stitching, wedge seat brackets, Sabelt four-point harnesses with matching tartan inlay, black vinyl with early GTI-style inlay with Olive green stitching in rear, carpet panels made from loop style carpet with Olive green stitching, CAE shifter with chromed brackets and base, black headliner, reshaped and smoothed rear strut towers, carbon sunroof crank trims and stereo enclosure, custom false

floor with battery disconnect switch, battery mounted in rear with custom cover, new door panels with billet lock pulls and window cranks, Mk1 Cabriolet dash with custom knee bar, Stack race instrument cluster in custom carbon bezel, instrument cluster surround rebuilt and modified for CE2 Mk2 switches and to fit the stack cluster, late Mk2 wiper and turn signal stalks, custom carbon column surrounds and kick panel pods, JL Audio reference series 6" separates, 12w6 subwoofer and 500w amp, Alpine headunit, Momo Retro steering wheel, pedal arms chromed

SHOUT: My beautiful, patient and loving wife Cindy. Her support and understanding for my obsessive hobbies goes beyond the norm. And also to my future team-mate in the garage, my daughter Mia: Lego today, Mk1s tomorrow! Special thanks to Chester and Jenkin for believing, and wanting me to be part of this amazing build. I'm honoured to know you two. More special thanks to all my family and friends who encourage and nurture obsessiveness with understanding. Thanks to Terry and the crew at As New Autobody and Glass for the body and paint. Shawn Lang at Momentum Motor Parts. Shawn Van Neer at VND Motorsport. My elementary school teachers. Tim at Velocity Upholstery for turning my vision on the interior into exactly what I wanted. Mk1 Autohaus for hooking me up hard to find bits. All the guys at RPI Equipped. Techtonics Tuning for supplying all of the top notch engine gear. Porsche Vancouver for the photoshoot location



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INTRODUCING

Hot off the press, *Introducing* highlights our new favourite things of the month...



INTRODUCING: POKAL CUSTOM FELGEN

Allow us to introduce what has to be one of the coolest new wheel brands out there at the moment; Pokal Custom Felgen. We first came across the Pokal brand by chance while scrolling through Instagram a little while back and since clicking the all-important 'follow' button we've been well and truly hooked on what the California-based brand is putting out! We like to think we can spot a good thing when we see it here at PVW and in Pokal Custom Felgen's

designs we definitely see just that. So cut a long story short, it didn't take long to decide that the brand was more than worthy of the big opening slot in our News pages.

All of Pokal's wheels are fully forged and are custom made to order which pretty much means anything is possible in terms of finishes, colours, PCDs, build-styles and fitment specs. All you really need to know is the three-piece range goes from 17" up to 24" while the 15"

and 16" wheels come in two-piece construction. What's more, all Pokal wheels are FEA tested too for safety.

Interested? Log on to www.pokalwheels.com for more info, check out its Instagram page (@pokal_wheels) or follow it on www.facebook.com/pokalwheels. We predict we'll be seeing a lot more of Pokal Custom Felgen's next year so if you want to get in at the sharp end, you know what to do...



WHAT'S NEW?



GTI CLUBSPORT

We mentioned the new GTI Clubsport in these pages a few months back but now that it's been officially confirmed, it's definitely worth a little revisit we think! Really, it's an Edition 40 seeing as it marks the 40th anniversary of the original GTI but VW is sticking with the Clubsport name and who are we to argue?! It boasts a jump in

power to 265PS with the option of an 'over boost' function to take it up to 290PS.

New wheels, a new front bumper, side skirts, rear diffuser and rear spoiler are some of the external styling updates, while black detailing and a black roof set it apart further. Inside, there's new trim and special Clubsport detailing

which looks great, although we're a bit gutted the half-cage seen in the original spy shots didn't make it in to the production version.

It should be released early next year and as of yet there are no prices available. If you're interested in owning the most powerful production GTI ever get on down to your local VW dealer.



TRUCK YEAH

Forge Motorsport has released a boost hose kit that will fit all 2.0-litre twin-turbo diesel variants of the Amarok. Designed to withstand higher boost pressures and temperatures, they're ideal on a standard car but absolutely essential on a tuned example or one that is regularly used for towing. Three colours are available and the entire kit costs just £161.23. For more, please visit www.forgemotorsport.co.uk or call 01452 380999



GOOD NEWS

Goodridge has developed a braided stainless steel brake line kit for the 2005-2008 B7 Audi RS4. The kit offers superior resistance to abrasion and corrosion, unrivalled braking efficiency through greater reliability, and a complete absence of sponginess through the brake pedal, irrespective of how hard the brake fluid is worked. What's more, there are ten different colourways. The kits costs £79.80, click www.goodridge.com to find out more.



BREATHE DEEP

Pipercross' stainless steel crankcase breather is designed to fit on to existing engine crankcase breathers and oil catch tanks to allow oil vapour to vent to atmosphere rather than back into the engine inlet, thus protecting the engine and allowing it to run more efficiently. The filter is washable and with over 3000 applications covered, your car is almost certainly going to be on the list. At £20.39 it's a bargain too. Log on to www.thepipercrossshop.co.uk

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T5 GO LOW

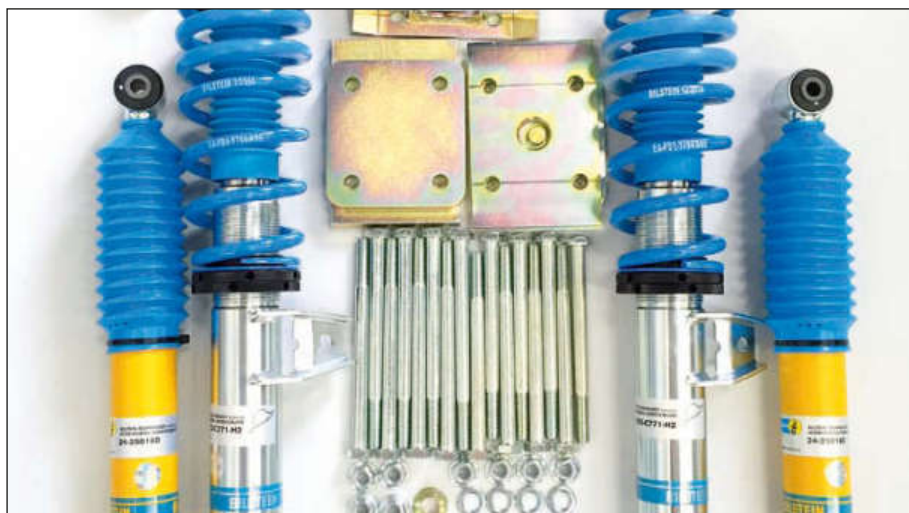
AirREX UK has released details of its new bespoke kit for the T5 van and camper. The kit fits all models and offers a near 'plug and play' fitment, which is perfect if you don't want the usual hassles of fitting that go with custom installs. As with all AirREX kits, the T5 kit is supplied fully assembled and leak-tested from the factory and the valve block, compressor, air tank and purge valve are all contained in a

composite wood casing with a smoked acrylic window making installation a piece of cake. In addition to minute ride height adjustment, the struts offer adjustable damping force for precise control of handling and feel and a wireless controller is included too. The kit is priced at £3999 all-in and you can find out more information by visiting www.airrexuk.co.uk or by calling 01933 685840.



REST IN PEACE

It is our sad duty to report that recent *PWW* feature car owner Elijah Stillittano passed away in August. Elijah not only built an awesome Mk4 (as seen in *PWW* 06/15), he was a long-time *PWW* reader, all-round VW enthusiast and, most importantly, a real stand up guy. Elijah's passing has affected a huge amount of people in the US scene and we at *PWW* wish to pass on our condolences to his family and friends.



CADDY SHACK

Bilstein has released a brand-new B14 coilover package for the super popular modern Caddy van. The front struts adjust via the usual threaded platforms while the rears use a multi-position axle relocation plate to offer extensive ride height adjustment from a lower starting point, which equates to a drop of up to 55mm. The B14 kit comes with a pre-set damping rate, allowing the owner to fine-tune the ride height and stance to suit their own needs. The springs

and dampers are perfectly matched to endow the Caddy with handling performance that works well on both road and, should you feel the need to take your van out on a circuit, on track too. And as with all Bilstein products, the quality is absolutely top drawer with full TÜV approval and 12 months warranty. The kit comes in at £1050 all-in and you can get more information by logging on to www.bilstein.de or calling Bilstein UK on 0116 247 8930.



BTN COMPETITION

From the April issue to the August one we ran a competition with the UK's largest turbo stockist, BTN Performance. The prize – a Mk5 GTI that thanks to a bigger turbo, intercooler, water meth, exhaust and more besides, made 370bhp and 323lb ft – yep, a whole car! The winner was chosen at random and it turned out to be Danny Lawson, who collected the car at the E38 show on stage. Congratulations Danny! Check out the video at www.performancevwmag.com

WHAT'S NEW?



WELL, BLOW ME

You don't need us to tell you how popular the T5 van is. Heck, we don't need to be told either, the amount of press releases we get sent for T5 bits and pieces seem to increase by the week! British exhaust manufacturer Scorpion has just released this new cat-back system for the T5. Constructed from T304-grade stainless steel, the system measures 70mm in diameter for maximum flow gains without making it too loud, is available in resonated and non-resonated

versions and there is a choice of three tailpipe designs too. The Scorpion T5 exhaust range is available for all models produced from 2003 onwards and starts at £399 for the non-resonated half system with discreet tailpipe to £599 for the resonated system with the optional Monaco tailpipe. Furthermore, they all come with Scorpion's lifetime guarantee. Pick up the phone and call 01773 744123 or log on to www.scorpion-exhausts.com for more details.



7TWENTY

Allow us to introduce new wheel brand 7TWENTY. Five designs are currently available, including a classic motorsport-inspired flat-faced five-spoke, 14- and 16-spoke JDM-inspired wheels, a deep-dished five-spoke and a concave ten-spoke. They're available in a range of sizes, PCDs, offsets and finishes for all kinds of cars and most importantly, none will break the bank either which is definitely a good thing in our books. Log on to www.7twenty.co.uk



COOL DOWN

If you own a Mk2 Golf with a 16v KR engine then it's probably likely you're aware of how hard it's becoming to find certain bits for them. Parts like the metal waterpipe for example. VW Heritage knows this too, and has developed a new one-size-fits-all replacement part for both early and, with an outlet simply blocked off, late KR's. It costs £34.99 and you can find it at www.vwheritage.com or on the other end of 01273 444 000



ULTIMATE STANCE

Ultimate Stance is back for 2015. It is to be held on Sunday 1 November and will be bringing together some of the very best cars under one roof at the Telford Indoor International Centre. Ultimate Stance 2015 will be featuring The Wheel Whores Showcase within one of the halls, bringing together even more great vehicles, attractions, entertainment and its great line of VW merchandise. The venue is located just off the M54 motorway, a few miles to the west of

Birmingham, making it an easily accessible location in the centre of the country. The show will feature the best stanced show cars from the UK and Europe, top accessories, parts, wheels, clothing, audio and styling companies, demo vehicles, club stands and lots more. Advanced tickets are also now on sale and can be bought online, saving you £2.50 and letting you beat the queues on the day. What are you waiting for? Hit up www.ultimate-stance.co.uk for more.

Got a product, service or offer you want our readers to know about?
Email pvw@unity-media.com with all the details and we'll make it happen



BAG IT UP

If you've been to any show over the last few years then you don't need us to tell you how popular Air Lift's air-ride kits are – they're fitted to pretty much every other car it seems! This is the Air Lift kit for the hugely popular Mk2 TT and Mk5/6 Golf platform that also includes the Eos, CC, Beetle, Jetta and Passat. Up front you've got threaded bag-over-body front struts based on a monotube design with 30-point damping adjustment complete with adjustable camber

plates for up to three degrees of play. The threaded body also allows you to perfectly set up the vehicle by changing the position of the lower mount on the strut. Out back, the double bellow bags require no cutting or additional work to fit in to place. Air Lift Performance's motto is 'Drive It. Track It. Show It.' which having owned a kit on our own Project A4 for quite some time now is one that is totally accurate. Log on to www.airliftperformance.com for more.



FOURTYFOUR LUGS

You may have noticed a lot of cars this year have been rocking these rather fancy lug nuts to keep their wheels in place. The aerospace-grade titanium nuts are designed by a team in the UK using techniques inspired by traditional blacksmithing, resulting in some of the lightest and strongest (not to mention best looking) lugs on the market. They come in at £250 and you can find out more at www.fourtyfourwheelcompany.com



GOOD GHIA

Back in 1955 at the 39th annual IAA exhibition in Frankfurt, Volkswagen debuted the Karmann Ghia. And 60 years later, Bavarian Crono has debuted a really cool watch based on the '66 model Ghia's speedometer. It's hand-made in Germany using Ronda Swiss-made quartz movements, the strap is available in a range of colours and it's priced from £195. Log on to www.classiccarspeedometerwatches.co.uk to place an order.



DOG FIGHT

034Motorsport is proud to announce the availability of a new line of billet aluminium dogbone mount inserts for the Mk5 through to Mk7 VW platform and the Audi 8J, 8P and 8V platform. Designed to fill voids in the factory dogbone mount, the inserts limit fore-aft movement of the engine and transmission under load, which in turn improves shift quality and power delivery without placing undue stress on the surrounding stock parts. The slop

reduction provided by these inserts result in faster, crisper shifts and launches, and ensures that you're putting power down without all of the unwanted engine and transmission movement that the stock mount allows. Importantly though, careful development means that when fitted the mount still retains its comfort factor. The mounts are priced at \$42 and you can find out more or place an order over at www.034motorsport.com

COMPETITION

WIN A £500

VOUCHER TO SPEND ON WHEELS AT



Well that's the show season pretty much over. And you know what the end of show season means, don't you? It's time to start thinking about what you can do to your car over winter ready for when it all kicks off again next spring! And as we all know, one of the easiest ways to totally switch

up a car's look is to change its wheels. Which is why we've teamed up with LK Performance to offer one lucky reader the chance to walk away with a £500 voucher to spend on wheels at www.lkperformance.co.uk. Not sure on what wheels you want to rock? Well LK Performance sell wheels from 81 different brands – everything from HRE to Vossen, Advant Garde to

OZ and 3SDM to Klutch. We can't possibly list them all here so let's put it as simply as we can; if it's something round and made of aluminium to bolt on the corners of your car that you're after, LK Performance is the company to go to! So what are you waiting for? Enter our competition and it could be you rocking a fresh new set of rollers ready for next year's shows ●



HOW TO ENTER

WINNING COULDN'T BE EASIER. SIMPLY HEAD ON OVER TO THE LK PERFORMANCE FACEBOOK PAGE (WWW.FACEBOOK.COM/LK-PERFORMANCE-391740304251377 – OR JUST SEARCH FOR LK PERFORMANCE), LIKE THE PAGE, FIND THE COMPETITION ON THE TIMELINE, THEN **COMMENT** WITH THE MODEL, YEAR AND SPEC OF YOUR CAR INCLUDING ANY MODIFICATIONS. FINALLY, **SHARE** THE POST. WE'LL CHOOSE THE WINNER AT RANDOM AFTER THE CLOSING DATE BELOW. GOOD LUCK!

Terms & Conditions No employees of Unity Media, LK Performance or any other associated companies may enter. Entrants must be aged 18 years and over. We reserve the right to disqualify any entrant for any reason and without notice in accordance with the competition rules. If you wish to enter without a Facebook page please email your entry to pw@unity-media.com using 'LK Performance' in the subject line. Closing date for entries is 8/12/15.

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We catch up with all the latest news from VW's very own racing driver, Paul Cowland, as he recounts his recent tales of derring-do from the frontline of club racing. Apparently, you get a great view of the action from the back of the grid...

Photos: Karl Bowdrey



PARKLIFE!

Like every great racing driver (great? ~ Ed), I have all the excuses ready: my motor is old and tired; my suspension needs setting up; I should probably change these tyres after two seasons...

You know the score, a plethora of reasons why I'm not nearer the front in my chosen steed. Some of it is down to talent (or lack of), of course, but to be fair to myself, a great deal of my performance is down to the fact that my car is almost completely standard. Although I have a reassuring set of Tarox brakes and Bilstein suspension beneath me, mechanically, everything else is pretty much the way that Wolfsburg intended way back in 1989. And that means my car is around 25bhp short and 50kg heavier than where the quick boys are.

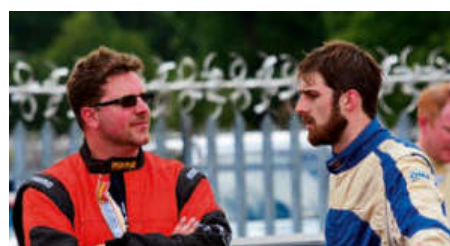
Clearly noticing this, my good buddy Luke Schlewitz offered to take my car into the workshop of his family business, JabbaSport, and sprinkle a little magic around whilst keeping within my meagre budget. As well as being a talented race tech and chassis guru, Luke is also one of the UK's quickest club drivers, so he has an affinity for setting up cars that eclipses many great spanner-wielders. Really knowing what happens to a car when it's truly on the limit gives Luke Jedi-like skills under the car.

Luke's advice was to reconfigure my Bilstein B16 dampers to feature uprated valving, shorter 'droop' to keep the car flatter, and stiffer springs. As we're not allowed uprated anti-roll bars in our championship, setup here is key! Luke also reckoned that within an hour or two with his 'magic string' he could also give the car a much better alignment for greater bite and turn-in around the corners. Well, he was right on every single point. Don't sneer at the string by the way. In the hands of the right talent, it's actually more accurate than many proprietary alignment rigs. If you don't believe me, take a walk through the paddock of a few top-end race series and tell me what you see. A tenner says you'll see at least a dozen top teams doing the very same thing!

Oulton Park was my first chance to try out Luke's changes and even in the first few laps of qualifying it was clear that the car was much more willing to turn, with greater grip and a much more planted feel on all parts of the circuit. Perfect weather meant plenty of grip for all drivers, though, and despite the car having never felt better, I could only manage sixth in class during qualifying. 'Must try harder...' as my school report often used to say!

Race one saw me hold that position, with a few epic scraps for my trouble, finishing just





behind my mate, Wes Chatterton, in his grey 8v. Up front, Tom Witts, Chris Webb and Chris Sanders all took worthy podium places and back in the ranks of those of us with half the valves, it was Craig Roberts, Matthew Petts and Luke Wales. Maybe race two would hold more fortune for me?

Er, no, as it turns out. It wouldn't. Although the Golf was driving beautifully, the hot weather and aged engine combination was clearly not working well, meaning that I was losing compression around 12 minutes in, with a clear drop off in the old girl's performance (see, I told you I had all the excuses!). I came seventh this time – which was not how I wanted to reward all of Luke's hard work. Tom Witts and Craig Roberts were the 16v and 8v winners, respectively. Great drive chaps!

Arriving at the next round, Brands Hatch, literally around the corner from PVW HQ, I vowed to make the most of the prevailing soggy weather – which is a great leveller for heavy, underpowered cars!

A class fourth in qualifying was a great start, with race one clearly suiting my Golf's new setup. Battling with a super-sliding Luke Wales, I even managed to get up to second in class at one point... right before I got a bit excited, went

a bit too fast into Surtees, almost held an impressive drift, and then promptly got spat off as the front suddenly found grip. Thankfully, I only went onto the grass, but the resulting spin stalled the engine... and then the old rascal wouldn't start. The result? Me throwing away a perfectly good podium position!

For race two I vowed to drive a little more tactically and keep my powder dry. This tactic worked much better and even with a packed grid I was able to slowly make up a few places, resulting in a third overall. It was nice to be on the podium but not so nice as a couple of my places had been gifted to me by an accidental tussle between Wes Chatterton and Tim Cox resulting in quite a bit of damage to the cars. Thankfully, the lads were both okay, though.

Tom Witts took the 16-valve honours in race one, with Craig Roberts doing likewise in his 8-valve – also ending up on the overall podium with an incredible third overall, beating most of the 16-valve machines. An epic effort! In race two, the pair would dominate again, proving that class is very much permanent!

Right, I had better get myself sorted for the next round at Silverstone then. 'Hello, is that JabbaSport? How much is a new engine?' Until next time... ●

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UNDER DOGGING

From cruising the back roads of Miami to the very top of the show circuit Larry Harrison has been on one heck of a journey with his S5.



When Larry Harrison – otherwise known as ‘The Underdog’ on Instagram (the_undrdg) – was testing out the show scene, he used to get told to park at the back or on the grass when he arrived at car shows. He felt like he wasn’t being counted, so as soon as he started to get deeper into modifying his Audi S5, he

decided to make a proper impact; this is his underdog story...

Larry’s love of cars began long before he shook up the US VAG community: “Having grown up watching my father work on his prized 1981 Corvette I have always had a special place in my heart for cars. Then when he purchased a 1987 Porsche 944 I realised there was something about German engineering that I connected with.

From watching my dad drive the Porsche at the age of 13, I taught myself how to drive a manual transmission car. Without any instruction, I was able to drive it around the corner and park without stalling or any issues. That was a proud moment in my life,” reminisces Larry.

In addition to the 944, Larry fondly recalls the 928 from the film *Risky Business* as being one of his favourite cars growing up, together with



Shooting anything in Miami is always going to result in awesome looking photos isn't it? We're not jealous...



the 930 Slantnose that Ice-T owned and was on the front of a promotional poster for his 1987 album *Rhyme Pays*. Whilst he's never owned a Porsche, the Stuttgart brand is now part of the Volkswagen Group family, so it's rather apt that the impression left from the 944 was so strong it stayed with him for a lifetime. Aged 37, he was finally in a financial position to buy what he wanted and found his way back to a brand that's now part of the same family that captured his heart so many years ago, after girlfriend Ana suggested they buy an Audi.

His criteria for a base car was simple – a two-door with a naturally aspirated V8 and red interior. It was obvious – it had to be a B8 S5. After searching online, Larry decided to visit Texas Direct Auto's main store in his hometown of Houston, Texas. "They didn't have what I wanted at that time, but as I was about to travel to California on business, I got a call to say that a black 2009 Audi S5 with red interior had come in and that if I was unable to look at it I should



put a deposit down. Thinking he was being a pushy salesman I declined. The car was sold the next day... lesson learnt," laughs Larry.

Fortunately, three weeks later, they got in another model, the only difference was that it was Dakota grey but that really didn't matter to Larry as he had always intended on changing it. This time he was in Florida for business, but having learnt from his previous mistake, he decided to buy it there and then. "The first time I saw the car and test drove it was the day I took it home. Fortunately I had no regrets! It was in incredible condition, three years old and with just 17,000 miles on the clock. The first thing I did was show it to my son Dylan. I normally don't make a move without his blessing, but this time I did not have the opportunity," recalls Larry.

In fact, it was after the father and son team saw a 2015 Audi RS7 in Nardo grey at a car show in Houston that they decided this would be the colour change required to kick start the build. The car was taken to Auto Magician Paint

and Body shop in Webster, Texas. Owner Miguel had never done a paint job, instead specialising in collision repair, but he was up for the challenge and Larry trusted him. Four weeks later, the car was ready and absolutely flawless: "You could see the nervousness in Miguel's eyes when I came to pick the car up and when I told him how much I loved it; he breathed a huge sigh of relief and smiled."

The car was then immediately taken to a good friend of Larry's, Mike Nguyen, owner of CVT Designs, to get some suspension work done. "Mike told me there is nothing like an Audi slammed to the ground on airbags so needless to say that's what happened!" Larry laughs.

Mike designed a custom system and completed the installation within just three weeks including a bespoke boot build. "I wanted the trunk setup to be clean, but also to have all the hardware on show – like a nice Rolex you can see the mechanicals and how it works," he says. "That's why the copper hardlines are on

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“IT’S NOT UNUSUAL TO HAVE PEOPLE TAKE PICTURES OR VIDEOS OF THE CAR WHEN IT’S ON THE ROAD. I REALLY APPRECIATE THE ATTENTION AND LOVE IT RECEIVES”



show. Copper tubing is also a tribute to the hot rod scene that’s so popular where I’m from.”

By this point the body kit had arrived from Autohaus 24 in California. Rieger Tuning offered the only styling that matched his vision for the car in the form of an RS5 conversion body kit, including front bumper and rear bumper extensions, vented side skirts and carbon front splitter. The eagle-eyed among you will spot that the car is actually sporting a JMS front lip splitter; this is because his original plan was to preserve the S5 look without going completely RS5, but immediately after the photoshoot it was swapped out for the Rieger part, together with an LED light bar in the lower front grille.

Back to the story, the car was left in Miguel’s hands once again, and was ready to collect three days later: “When I first saw the new body aired out and laying on the ground, I couldn’t believe my eyes. The bagged suspension makes the stance on the Audi look amazing and beautifully

tucks all four wheels in. This time I was the one smiling, and somewhat thankful that the combination worked so perfectly,” he confesses.

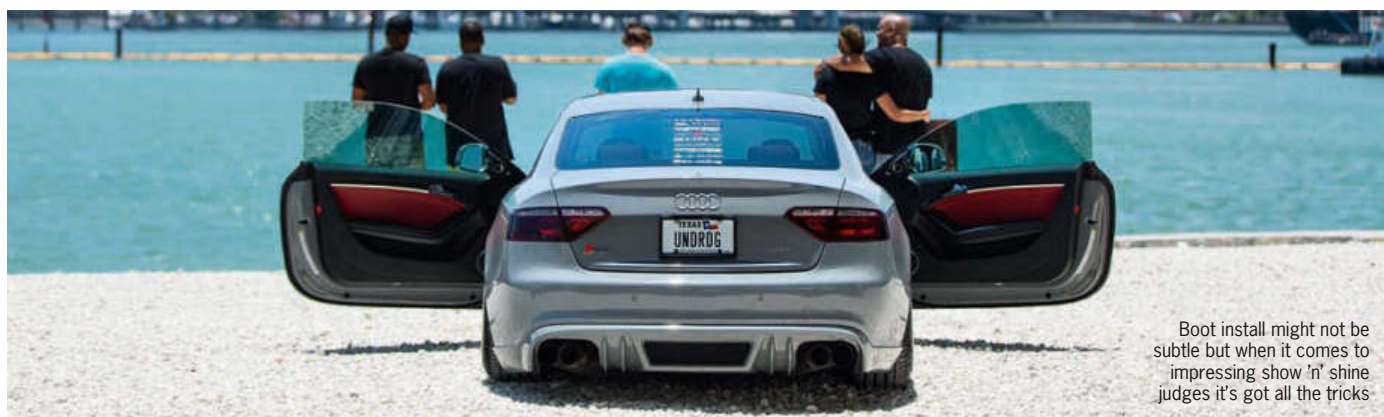
Now it was time to upgrade the rolling stock: “I had a set of rims that didn’t stand up to tough use on our roads,” Larry explains, “so I went to Rollo’s Solutions in Houston that I frequent for wheels and tyres and my guy, Luis, recommended Vossen. Apparently they could handle the punishment of the potholes that plague Austin’s streets.

“I think as a car grows, it becomes more and more of what I perceive perfection to be. For example, I started with the Vossen CV3 before swapping them out for the VFS-1 and finally settling on the VPS 304 – the world’s first fully polished examples with a diamond cut face nonetheless. The wheels are absolutely stunning in every way. They dance with the sunlight while I drive and at car shows they play with the fluorescent lighting. Having visited the Vossen

factory, I met the people that built my wheels, and that really means something special to me.”

Since he likes small side wall tyres with a nice tread pattern, he opted for Toyo T-1 Sports, which at 255/30 find themselves moderately stretched around the 10.5x20” rims. As well as offering a comfortable and quiet ride, they work in perfect harmony with the car’s AWD system.

Last, but by all means not least was the audio. Being a retail regional manager for Sony, Larry was in the fortunate position of being able to network with companies that otherwise might not have been on his radar. Larry took the car to see Dia and Muhammed at Houston Car Stereo where they tasked their master installer Victor to do something very special indeed. First the boot was trimmed in black and grey leather with black suede accents and LED accent lighting throughout. JL Audio speakers were then mounted in the bootlid to complement the Sony Vaio touch-screen PC, whilst the centre armrest



was used to house the two JL Audio subwoofers. Finally, Mike from CVT dropped by to complete the copper hardline integration.

It's taken Larry just one year to go from stock to spectacle, so how he is perceived at car shows now? "The first show I attended was Import Face-Off in Texas. People loved it; they took so many photos of my Audi and asked me questions about the build. The colour and the wheels were the main topics of discussion. I took home two awards too; First Place and Best Euro. The response has been amazing online, too. Before the build I had about 350 followers, and less than seven months into it that number grew to 7000! It's not unusual to have people take pictures or videos of the car when it's on the road. It's awkward, but I really appreciate the attention and love the car receives," proudly answers Larry.

Like a true underdog, Larry was a participant on the scene who was never expected to win. Things have changed now, and the stakes are a little higher but he's played the game well with so many of the aspects of the car that are yet to be improved upon. "I've got my eyes on Wekfest Florida car show in December, which has a great car scene, so I'll be continuing to build what I perceive as a faultless car. I'm considering a colour change, a new set of Vossen wheels, a big brake kit, a few performance mods perhaps..." Larry hints. Watch this space... ●

DUB DETAILS

ENGINE: 4.2-litre V8 with K&N intake filter, custom intake box with Plexi top and LED lighting, hydro-dipped intake hose and radiator cover (carbon fibre), Magnaflow exhaust system

CHASSIS: 10.5x20" Vossen VPS 304 forged wheels fully polished with a diamond cut face shod in 255/30 Toyo T-1 Sport Tyres; Viar air suspension

EXTERIOR: Full respray in Audi Nardo grey, RS5 conversion Rieger Tuning body kit including front bumper and rear bumper extension (for dual exhaust exit), vented side skirts and carbon front splitter, RS5 black honeycomb grille conversion, Hüper Optik ceramic window tint, smoked tail-lights, custom light bar in lower front grille

ICE: JL Audio twin subwoofers integrated into rear arm rest, JL Audio speakers and Sony Vaio touchscreen PC mounted in bootlid, custom boot build trimmed in black and grey leather with black suede accents and LED accent lighting throughout with twin Viar air compressors and copper hardlines

SHOUT: Jav and Mike at Vossen Wheels, Mike at CVT Designs Houston, Luis at Rollo's Solutions Houston, Miguel at The Auto Magician in Webster Texas, Victor, Dia and Muhammed at Houston Car Stereo, Nate at Nate D's Customs and Andy at Autohaus 24



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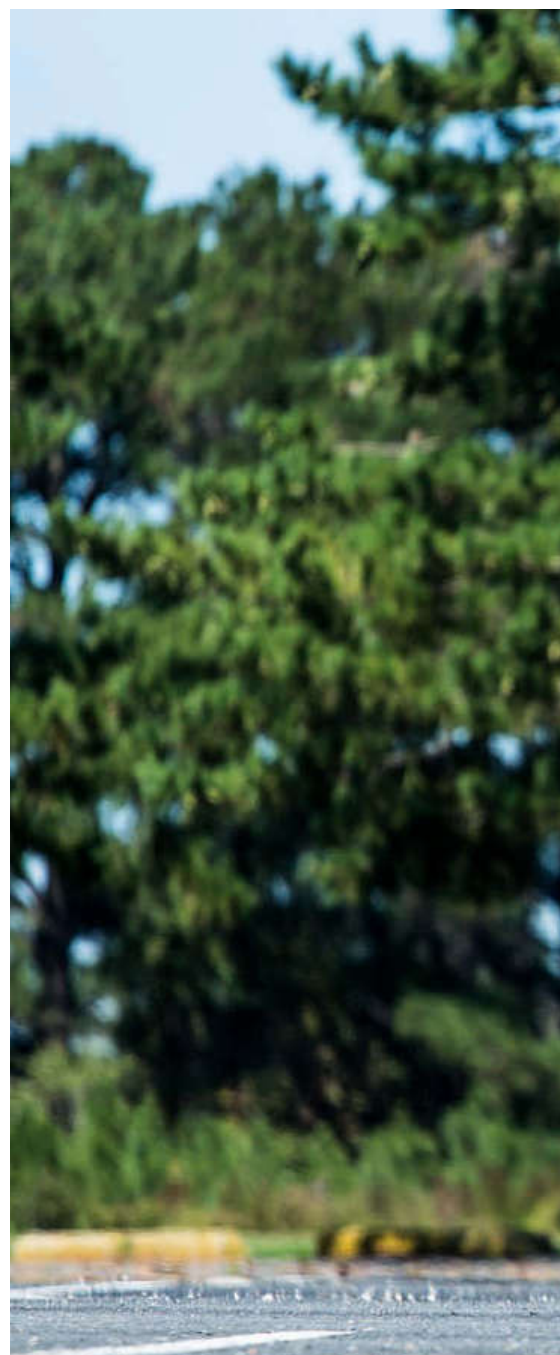




DUB ROWE

If ever we needed proof that America leads the way in the booted Dub department, Harry Rowe's turbo Coupé is all the evidence you'll need.

Words: Elliott Roberts Photos: Sam Dobbins



It's safe to say the Mk2 Jetta never quite took off in Europe like it did Stateside. Granted, as with any minority motor car you will always have your fan bois that obsess over them, but for the most part modified Mk2 Jettas in the UK were extremely thin on the ground and if you did find one, well, it would most likely be average at best. Okay, they were until we started to see a bunch of killer examples emerging across the Pond but if we're honest the Yanks have always led the way with the booted Golf. I guess Harry Rowe's VR6T Coupé is a great lesson in just why.

"As a kid I was always into cars and bikes. I had dirt bikes and go-karts before eventually winding up in an '83 Rabbit GTI," claims Harry. Despite the natural draw to American muscle cars Harry was soon turned on to the VW way of life after a bunch of mates dragged him to a couple of European car shows. "Also, my father's good friend worked for VW and they built quick quarter-mile cars in their spare time. It was good fun back then," Harry adds.

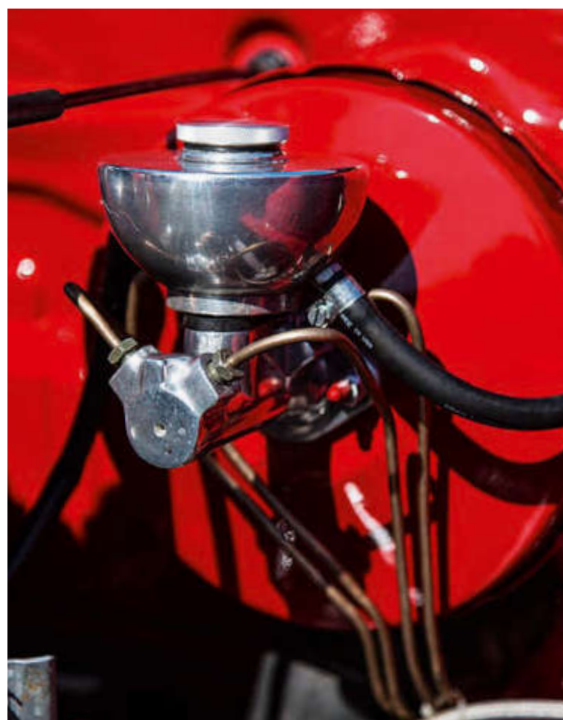
He actually ended up taking the '90 Jetta Coupé as a trade with a friend, as he explains: "My friend Paul Harley had bought the car but

quickly discovered it had a lot of bugs and it was soon just parked up. It had lots of potential but was poorly put together I guess." After getting the car running Harry drove the thing daily for a couple of years so he could iron out all the little niggles and get it mechanically flawless. Then trouble struck. "One day a tractor slowly reversed into the front, Tuna-canning the fender off," Harry says. He was originally planning just to fix the cosmetic damage but, inevitably, got carried away.

It was at this stage the engine came out and Harry started to plan which angle of attack to take. He was set back a little due to the purchase of his first house... and mortgage! "The good thing was it had a garage, though," Harry says, "so at least there would be somewhere to store the car and work on it." On paper the car as Harry purchased it was quite sorted. "It had widened rear fenders, a semi-shaved bay, shaved body mouldings and marker lights," Harry tells us, "but I just perfected it by doing a full-on smoothed bay, fitting the pop-out rear windows and adding a number of other little touches." Harry claims he just loves changing things up and being creative. Although he was



“
THE CAR HAD A VR6 SWAP WHEN
I GOT IT, ALTHOUGH IT
LOOKED NOTHING LIKE IT DOES NOW
”



aware of some of the US scene's Mk2 Jetta Coupé 'greats' Harry claims he wasn't inspired by any specific one: "I just wanted to make the car nice and put my own spin on it." Stuff like the key-hole-mounted rear-view camera and Mk3-style boot popper are things that most people wouldn't even notice but Harry knows are there and will appeal to the real anoraks.

Let's not get too far ahead of ourselves though. After Harry exchanged on the house he began stripping the car right down for a full repaint: "I did a lot of the engine bay prep in my garage while Haggard Fab took on some of the other fab work before the rolling shell went off for paint." According to Harry it's Mars red but with a Mercedes Benz paint code.

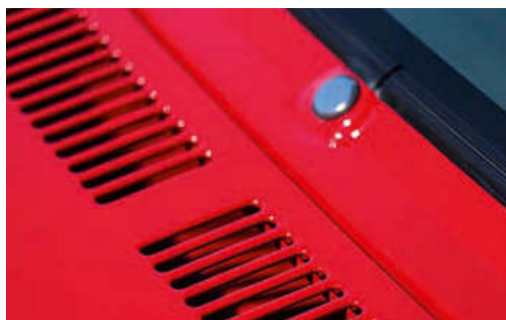
Those with a keen eye may also have noticed the rear window seal isn't as it left the factory. "There I used a number of parts from various brands of car," Harry reports. "This changes the look of the rear window seal and, in my opinion, makes the car look more modern and, most importantly, different to all the rest." You won't see many Jettas running round headlights either. The purists may frown on this but we think they look at right home there and Harry is



happy with the end result: "I've always loved round headlights. I've tried Westy aeros but I keep coming back to these. Of course, I'd happily fit a Rallye front-end if somebody was to donate one though!"

Despite carrying out a lot of work himself, Harry claims he couldn't have done it without the help of his friends – especially Matt at Eurokraft: "His knowledge of these cars is amazing and helped me tons." Apparently Harry was most motivated when the car came back from paint: "After that, it was all hands on deck from my friends."

There's obviously more to this car than a new coat of paint and a few rare modifications, though. Yup, it's time to talk about the big turbo VR6 running all the right bits: "The car had a VR6 swap when I got it, although it looked nothing like it does now, even though it is the same motor," Harry tells us. "It's a non-intercooled VR6 turbo with titanium valve springs retainers and HD valve springs and head gasket spacer with ARP hardware. For what it is – a low-boost setup with about 13lbs – it really moves. I've embarrassed a number of cars on the



DUB DETAILS

ENGINE: 2.8-litre 12v VR6 with Kinetics Stage 1 kit comprising Precision turbo, ARP hardware, upgraded injectors and software, titanium valve spring retainers, uprated valve springs, 8.5:1 head gasket spacer, stock cam, hidden coil pack and tucked wires, Dahlback Racing diverter valve, Tial wastegate, shortened oil pan and R32 oil pump, custom Eurokraft wire harness for shaved bay, Forge boost controller, Haggard Fab coolant reservoir, Haggard Fab 3" exhaust with custom mounted Borla Pro XS muffler and short tailpipe, Quaife differential, ARP hardware, Southbend clutch, Polo shift box and 02j shifter swap

CHASSIS: 8x16" and 9x16" BBS RS, half caps with red centres, five-stud conversion, Mk3 VR6 brakes, CX Racing coilovers, upgrade polybushings, VF Engineering motor mounts

EXTERIOR: Custom-made rear pop-out windows, Porsche script handles, Mercedes Benz Mars red paint, badgeless single round grille, widened rear arches, shaved body mouldings, shaved marker lights and antenna, custom-mounted rear-view camera in trunk key hole and Mk3-style rear trunk popper

INTERIOR: SWG gauge pod holding Innovate wide-band, custom centre vent gauge panel housing Cyberdyne digital boost/vac, oil pressure and oil temp gauges, Recaro Trophy seats, Hella Royal Exclusive Line steering wheel, Mk3 silver-faced cluster, suede headliner and pillars, leather-wrapped parcel shelf, custom-made Porsche script 'Turbo' floor mats and a personalised pillow, Pioneer double DIN touchscreen display, 10" Pioneer sub mounted in rear armrest, Kenwood amp, Infinity door speakers

SHOUT: Big thanks to all my friends that came and helped when I needed it, Paul, Jay, Joel, Dan, Matt from Eurokraft, Matt from Haggard Fab, Sam Dobbins, oh, and I can't forget my lovely fiancé for putting up with me, and anyone I forgot. This was most definitely an honor, thank you

highway.” He’s also done alright at the quarter-mile, with a best ET of 12.7 at 115mph. That’s certainly not to be sniffed at. We like the fact that despite the fresh paint and show car wheels, Harry is still all about driving this thing: “Yeah, I’m not afraid to whoop on it from time to time. That’s why I put it together really.”

So the car can clearly hold its own on the showfield and quarter-mile, but what about in the twisties? “I almost went for air-ride but decided against it. The car is running CX Racing coilovers, which I know are not exactly expensive but they adjust pretty well and the car corners great and rides low, too,” Harry says.

When it came to the interior Harry really didn’t want to go overboard: “I love the sight of a Mk2 dash and interior so long as it’s in good shape, so I didn’t see the point in wrapping it up. After all, it’s a car I built on a budget, so just adding simple OEM+ touches and a few creature comforts like the double DIN touchscreen, Hella wheel and SWG gauge pod, plus custom centre vent gauge mounts and suede headline with matching pillars and red stripe seat belts worked for me.”



“
I JUST WANTED TO MAKE
THE CAR NICE AND
PUT MY OWN SPIN ON IT
”





So now it's all finished we ask Harry if he enjoyed the build and what was the hardest part of it? "I think staying motivated was the hardest part, especially while moving into my new house," he replies. "As for the positives, well, despite just being a VW Jetta it gets plenty of attention even from non-car people and I guess it's pretty fast, too."

What does the future hold for Harry? "Well, I don't really have any new projects lined-up just yet. I don't think I'll do another serious build any time soon. I did buy a Kamei hood scoop that I painted body colour recently, though. I'm really liking that on the car." So why do we do it? Why do we put ourselves through all of this? "I enjoy making things better whether it's fixing or modifying things," Harry surmises. "If somebody doesn't get it then usually a turbocharged third-gear pull normally explains it all perfectly!" ●



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BOX OF



TRICKS

You might be a bit jealous of Kieran for how he came to create his awesome slammed A1. While most of us dream of walking into a main dealer and choosing our next project, for Kieran that was a dream come true, as he told us: "I'd come from a Fiat 500 Abarth and a supercharged Mini Cooper, so my big project was always going to be New Age. I never could have dreamed it'd work out as well as it did, though. I'd decided on the A1 because it just looks so fresh and I hadn't seen any done the way I wanted. In fact, I hadn't seen many modified at all. And if I was getting an A1, I wanted to make it individual to me. It had to be a car I could use every day so at first I thought that would mean I couldn't go too far – until I had my first conversation with Luke Massy, owner of Plush Automotive, that is!"

If he wasn't such a cool guy, we'd be hatin' on Kieran right now. How many of us could hope for something this cool at 19? Seriously, where are we going wrong? Kieran continued with a cheeky smile: "I remember it was September 2013 and I fell in love with this A1 straight away.

It was absolutely mint, being only two years old, and was a proper one-owner-car. I knew that being this clean and straight I wouldn't have to worry about a respray or even any repairs to tidy it up. That soon quickly changed, though, but I'll tell you about that in a minute. It was the perfect blank canvas because I could just get straight on with modifying it."

Kieran had already planned the start of the project before collecting his keys from Swansea Audi: "I'd already decided that, for me anyway, the king of the best stanced projects in the UK was Plush Automotive up in Leicester. I'd fallen in love with so many cool cars from there that subconsciously it was a massive influence on the look I wanted for the A1. I booked the car in with it immediately for an air-ride system as it was a joke how high the standard suspension was." And that was the start of what you see now, the first of many trips to Plush.

On that first visit Luke expertly guided Kieran down the route of 18" rims rather than 19s. While the temptation was to go for bigger rims, Luke told Kieran that to get the stance he wanted, he'd be better off with wider 18s to fill



Air-ride and audio install is, as you'd expect from Plush Automotive, a work of art. How Luke and his team come up with so many original ideas is beyond us? Amazing!



“
I'D FALLEN IN LOVE
WITH SO MANY
COOL CARS FROM PLUSH
”



Luke convinced Kieran to opt for 18s rather than 19s and instead focus on filling the custom arches with WatercooledIND goodness

“
BEFORE I KNEW IT, I WAS PLANNING
INTERIOR RETRIM COLOURS
TO WORK WITH THE BODYWORK!
”



the arches when the body was slammed.

Another favourite of Luke's was a must for Kieran's project, too. "Luke advised I looked at fitting Accuair E-Level to control the AirREX struts and to keep the ride quality there for day-to-day driving," said Kieran. "I wanted the car to be completely useable and I needed to be able to carry people around in it without faffing around with pressing buttons and changing settings. E-Level is brilliant because it just does it all for you."

Instead of taking the easy route with a set of 'normal' width 18s, Luke and Kieran decided that for a mean stance the WatercooledIND SA07 rims would have to be in extra large widths. Up front they measure an impressive 9.5"-wide – enough to push the limits of most cars' rear arches, never mind the fronts! Even more impressive are the rears, which measure a

staggering 10.5" across. It quickly became apparent that these rims needed wider arches but true to the stanced vision Kieran had, he knew the only true way was to take the massive step to fully custom arches; he just couldn't bring himself to 'cheat' with a body kit. This meant painting the four corners of the car and then blending the colour into the doors so it would all look factory finish. What had started as a simple air install had already snowballed into a second and then possibly a third road trip from Swansea to Leicester.

But with all these plans for major body surgery, Kieran soon realised that, if left standard, the inside of the A1 was going to let the side down. The reason he'd chosen Luke and his team to carry out the work was because so many cool Audis from the Plush stable – including Luke's own RS4 PVW cover star – all

wore the Plush signature features, and he wanted his A1 to be no different. The air-ride had to be an install built around a high-end audio system rather than just 'fitted'. Wheel choice was critical to get the stance Kieran craved. And now, just like the other beautiful Plush RS Audis, his A1 was quickly heading the same way. "Put it this way: it didn't take much arm twisting for Luke to persuade me that a leather and Alcantara retrim centred around Recaro CS seats and an audio build had to be the next move," Kieran said. "And before I knew it, I was planning interior retrim colours to work with the red bodywork!"

Cleverly, Luke has used leather trim to give the Audi a full makeover without replacing anything more than just the front seats. By trimming the factory steering wheel rim, headlining and centre console he has



Despite the incredible transformation, other than the Recaro CS seats, the only thing to be added was lashings of leather and Alcantara. Even the steering wheel is original, just now coated in rather bright hide

“
IT EASILY LOOKS
TWICE AS GOOD
AS I DREAMED IT COULD
”



transformed the dash area, and completed the interior makeover after the boot install and doorcards got the same leather treatment. The boot install panels are trimmed in the same grey Alcantara as the back of the Recaros and the air tanks have been painted to match. It all oozes quality and is typical Plush, where everything is thought-out as an overall package. Even the sun visors and parcel shelf were trimmed.

With the monster 18s now tucking nicely under the new custom arches, the final signature Plush touch was about to be added, as Kieran explained: “God knows how, but somehow I found myself ‘needing’ bigger brakes even though there wasn’t really anything wrong with the factory setup! I just couldn’t help looking at cars like Luke’s RS4 and Shipy’s RS6 and wanting to really fill my new bigger rims. Obviously they weren’t essential but the more I looked at other Plush projects, the more I knew I just couldn’t live without a decent Tarox setup front and rear. Once again the sat nav was set for Leicester...”

So with every feature box finally ticked off, Kieran’s A1 was up there with the best Audis turned out from the Plush stable. As soon as it was built, Kieran couldn’t praise the end result

enough: “I had a vision in my mind a year ago of what I hoped the A1 would look like. Thanks to Luke and his team it easily looks twice as good as I dreamed it could have. That final drive back from Leicester was so cool knowing just how good the car looked. I’ve met some amazing new friends along the way and I just couldn’t have imagined I’d have gone this far in only a year.”

But by attracting attention with his finished result, Kieran was soon made an offer way too good to turn down and the A1 now has a new owner. There is some good news, though. “The only way I was prepared to sell the A1 was if I could replace it with another Audi,” Kieran grinned. “You’re going to be even more jealous now but I sold the car to make way for a brand-new RS3. After spending years longing for a Plush RS Audi, the chance came up to finally go for it. Now I can really belong because I’ve got the performance to match the looks...”

Yes, you’ve guessed it; as soon as he got his hands on the RS3 Kieran was on the phone to Luke and his new car is already running air-ride! We can see where this is heading. Watch this space. Check back in about a year or so; we reckon there’ll be a slammed RS3 with all the Plush touches coming to these pages! ●



DUB DETAILS

ENGINE: 1.2-litre TFSI remapped to 120bhp

CHASSIS: Watercooled Industries SA07 wheels: 9.5x18" front and 10.5x18" rear, Tar-Ox upgraded discs and pads front and rear, AirREX air suspension struts with twin air tanks in chrome

EXTERIOR: Factory bodywork with custom wider front and rear arches

INTERIOR: Recaro CS front seats retrimmed in tan leather with doorcards, centre console, steering wheel and parcel shelf trimmed to match, boot install and headlining/sun visors trimmed in grey Alcantara

SHOUT: Luke and the team at Plush Automotive

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CLASSIC CUTS

Keep it simple, stupid. We've all heard it a million times but when it comes down to it, it's a hard rule to follow. Not for Alex Bednarik, though, he's pretty much got it nailed.

Words: David Kennedy Photos: Sam Dobbins



Sometimes we wonder if the guys at Matchbox and Hot Wheels have any idea of what their little toys are responsible for. You don't need us to tell you that since their launch in 1953 and 1968 respectively they've given millions of children countless hours of entertainment and drained the bank accounts of many adult collectors. How many of us spent our childhood flinging them off kitchen table ramps or round the lounge set circuit? We would bet that virtually all of us at one point or another have had these toys, and that a lot of us still have some in a box in the loft somewhere. So how many of us can trace our current interest in cars back to playing with Matchbox and Hot Wheels cars when we were kids, then? Maryland resident, Alex Bednarik – owner of this rather fine Mk4 Jetta you see here – certainly can. Well, that and a little family influence, too. "I have been into cars for as long as I can remember," he started. "Growing up, I spent a lot of time with my dad around classic American cars and at the drag strip. And I had buckets of Hot Wheels cars and tons of other model cars, too. However, I had always been more into Japanese cars, and imports in general. This interest really kicked off when my brother got a Mk4 Jetta Wagon as his first car and I'd tag along with him to some of the big East Coast shows."

Here in the UK the good ol' Bora has always been something of an underdog. You hardly ever see them on the road these days. Heck, you rarely saw them when they were fresh off dealer forecourts, thinking about it. And at shows, other than a few memorable creations built over the years, you could probably reel off on two hands the number of modified examples that have been built. Strange, then, that in the US the Bora, or Mk4 Jetta as we should really

call it, has always outsold the Golf in massive numbers. Alex explained it this way: "I loved seeing what people were doing to them when I started going to VW shows. The Jetta has a very simple design but it's a good looking car from the factory. And it can be made to look even better when the modifications start piling on, too."

Alex tells us that he was fortunate enough to have his parents buy him his first car – this very car, in fact. With just 50k on the clock and a clean bill of health, it seemed like a smart choice for the youngster to cut his driving teeth on. We're sure that neither his parents or even Alex himself knew where it would end up, however! "The week I got the car, I booked it in with the garage to remove the pinstriping and badges. Shortly afterwards I put coilovers on the car," he remembered. "At that point I still didn't have my licence, so I couldn't even drive it without one of my parents in the car with me."

Alex's parents helping out with getting the car in the first place was a pretty sweet deal but it did have one drawback: they had something of a vested interest in the car and, in particular, what Alex wanted to do to it. "My brother's wagon was pretty low, and he broke his oil pan one night," Alex remembered. "My parents were pretty annoyed by that so they made it a rule that I wasn't allowed to do anything to my Jetta that they didn't approve of until I turned 18. Since they bought me the car I couldn't really argue the rule, unfortunately. However, on my 18th birthday I jacked the car up, spun the coils down and cut the sway bar out. Well, I had to, didn't I?"

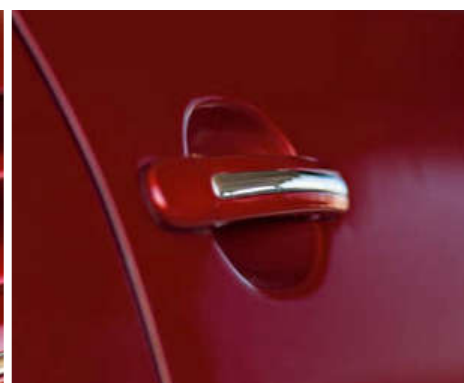
Unfortunately, this was a case of parents knowing best because just a few months later Alex followed in his brother's footsteps and, well, broke it. "The Tiptronic gearbox is the



Smoothed right-hand drive door plastic is a neat touch that you don't spot at first, as is the relocated switch gear in the door pocket



“ I WANT PEOPLE TO STOP, LOOK AND
SEE ALL OF THE LITTLE
THINGS THAT DIFFER FROM THE STOCK CAR ”



lowest point underneath the car and hangs down,” he explained. “I was on my way to a meet a few hours away and I hit a large hump in the road and the car got air. I’d cracked the transmission casing, which made for an interesting journey back after my dad had to come out to tow me home.”

Killing one transmission prompted our man Alex to look in to air-ride. “I knew I wasn’t going to raise the car and have it sitting really high so it seemed to me that air-ride was the only viable option really,” he figured. Air Lift XL front struts and Firestone rear sleeves were drafted in along with the ever-popular AccuAir E-level management system to keep everything in check. A couple of different valances were bolted up and a set of cloth Sport seats were acquired from his brother. And for a while, Alex was pretty happy with how his Jetta was working out for him.

“As it is a Triptronic I’ve never been too concerned with trying to get any performance out of it. Everything I’ve done has been with the aim of building a car that looks good and is fun to cruise around in,” Alex explained. “The engine bay was never a huge focus point for me until I started running out of things to do to the rest of the car really,” he smiled. It’s funny to think that this might be the first US car for a long time with

a 1.8T engine that doesn’t have a *Dub Details* box packed full of big turbo specs, larger injectors and the like. Big turbo kits and performance modifications are so affordable in the US, not to mention the vastly cheaper fuel and insurance costs compared to Europe, that sometimes you think VW should have just thrown a GT28RS on the 20v in the dealers to save everyone time! “I only really got the 20v engine by default really,” Alex explained. “I knew I didn’t want the 8v as they’re just so slow, and I might be the only person in the world who doesn’t like the VR noise. The only other option is a TDI but the US didn’t buy many diesel Mk4s in the first place, so finding one is really tricky.” The engine bay hasn’t been untouched, though. Far from it, in fact. A session clicking around on eBay.de brought a SEAT Ibiza Cupra engine cover to Alex’s attention which, while not that big of a deal over here in Europe where SEATs are commonplace, in the US, where they aren’t, well you don’t need us to explain why it was cool, do you? “I realised I would need a new intake manifold to put the throttle body on the other side of the car in order to run the engine cover,” he explained. “I started sourcing a TT 225bhp intake manifold but was not pleased with the prices people were asking so in the end I imported a SEAT intake manifold along with the

engine cover that I wanted.”

Next up came the issue of what to do with the intercooler. “I didn’t want to run a big front mount as I don’t like when you see them through the bumper, and I didn’t want to have to cut the bumper up either,” Alex said. “Then I remembered a VRT Jetta from Texas that had dual side-mount intercoolers so I started looking and then found a TT 225 dual setup which worked perfectly.”

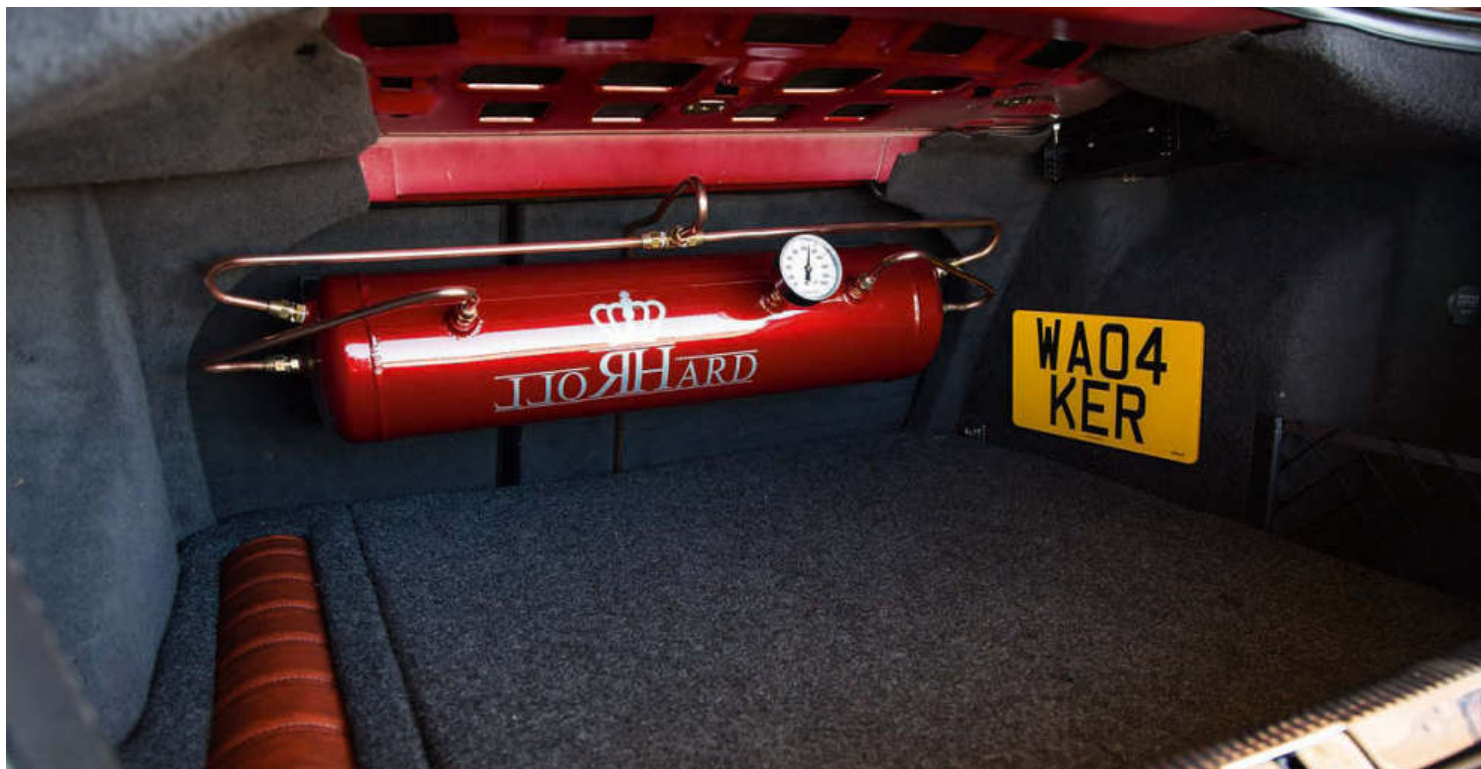
The Audi S3 engine plastics are another part of the car that but actually took a lot of thought to get right. This was because the S3 covers have rounded corners and the Mk4 core support doesn’t. “A friend pointed out a small trim piece from the European market that goes in that corner to round off the core support so I had a buddy of mine in England source me one and send it over,” Alex explained. “I like to pay attention to the details, you see. I like looking over a car, noticing all of the little things, and thinking ‘wow, that is awesome!’ and so I put that mentality into the build of my car. I want people to stop, look and see all of the little things that differ from the stock car while keeping it looking factory.”

It’s an ethos that’s been carried on inside, too. The retrimmed R32 seats and complimentary trimmed headliner, parcel shelf



Engine bay is a masterclass of OEM+ modifying with plastics and parts brought in from across the VAG range and modified to fit





“IT SERVES THE PURPOSE I BUILT IT FOR: TO LOOK NICE AND CRUISE AROUND IN”



and door inserts are the first things you notice, and they look great, but look a little closer and you will spot all the little things that really set it apart, like the 2013 Beetle steering wheel, the SEAT headlight switch, the stubby rear headrests and, possibly the most subtle bit of all, the right-hand drive door insert with the smoothed door pull.

“There are always times when I wish I had gone a little bit more ‘out there’ with the build and done a motor/transmission swap and a full shaved bay or gone with a different colour for the interior,” Alex explained. “In the end, though, I am satisfied with the path I choose. It serves the purpose I built it for: to look nice and cruise around in.”

We’re pretty massive fans of the Alex’s choice of rolling stock, too. Part of that has to be down to the fact they’re so understated. Don’t get us wrong, we love seeing a trick, intricate wheel design or a finish combo that leaves us staring but sometimes it’s just nice to see a simple elegant wheel design. “I contacted CCW about making me a set of totally custom wheels similar to OZ Breytons,” Alex explained. “In the end the guys there said they would make a set of Classic 5s – which hadn’t been made in a good while and they would be the first set in 18” which sounded good to me. One of the main things that attracted me so much is that I like having rarer items.”

Since our shoot Alex has been pretty busy with his car although, unusually, not actually

through choice! “About a month after the shoot I was visiting a friend when a storm hit. The wind ended up picking up a canoe and dropping it on my car. Yes, a canoe, you can’t make it up!” Well, that’s definitely a first for PVW! It sounds funny now but at the time not so much, as Alex confirms: “It messed up the passenger rear door pretty bad, ripped the door handle off, and cracked some filler on the quarter panel. Fortunately, my insurance covered canoe damage (*that must have been an interesting call to the insurance company ~ All*). It ended up needing a full respray and while it was in the bodyshop I decided to have the antenna and fender markers shaved.”

Since then Alex has actually parted with his beloved CCWs for a new set of rollers and is planning to change a few things up inside and maybe tuck a few wires in the engine bay, as he explained: “The wheels have since been sold and changed up. As far as future plans are concerned, the only things I want to do at the moment are some small changes to the interior and possibly a wire tuck in the engine bay.

“For the most part, I’ve received a positive reaction to it at shows and meets. I’ve even had people tell me that it is their favourite Mk4 – which is pretty crazy. Add to that, the fact that I now have a feature in PVW is just surreal. I never expected the recognition the car gets. I am just a kid throwing money at a car, having fun.” And at the end of the day, that’s what it’s all about, isn’t it? Keep on having fun Alex... ●

DUB DETAILS

ENGINE: 1.8T with TT 225 intake manifold, 5.5L wiper fluid reservoir, SEAT Ibiza Cupra engine cover, SAI delete, N249 delete, EVAP delete, 42DD cat-back exhaust, 2.0T coil pack upgrade, dual side-mount intercoolers, S3 engine plastics, R8 oil and coolant cap, smoothed and painted core support, misc Euro trim pieces, billet dipstick tube

CHASSIS: 9.5x18” and 10x18” CCW Classic 5 wheels, Air Lift XL front struts, Firestone rear sleeves, AccuAir E-level management, R32 control arms and spindles, 330mm front discs with Tarox ten-pot calipers, 308mm ECS Tuning rear disc upgrade

EXTERIOR: Custom Japanese-spec front moulding, smoothed and painted 4motion front valence, Emphase Clean side skirts, GLI rear valence, custom OEM HID reps, PZWO grille, Hella Magic white tail lights, Passat Lingyu door handles, stubby mirrors, OEM Lexan headlight covers, custom billet antenna

INTERIOR: Retrimmed R32 seats, retrimmed headliner, parcel shelf, trunk liner and door inserts, black headliner trim, 2013 Beetle steering wheel, right hand-drive door insert with custom smoothed door pull, SEAT headlight switch and climate control knobs, stubby rear headrests, polished Euro Image billet door lock slides, armrest removed, GLI pedals, JCaps billet seat adjustment knobs, shortened and trimmed two-gallon air tank, custom hardlined tank setup

SHOUT: My family, especially my father and brother, KDI Customs, Bagriders, Joe, Travvy, Swoops, Doey, Sam, Dehate, Ramon, Adam, Sammy, Jonny, Piney, Garrett, Muffin, RollHard and anyone who has helped me with the car in any way over the past years



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PD08K Kit	Yellowstuff highest friction pads and USR slotted black Geomet® discs
PD012K Kit	Redstuff premium fast street pads and GD sport drilled black Geomet® discs
PD013K Kit	Yellowstuff highest friction pads and GD sport drilled black Geomet® discs
PD016K Kit	Greenstuff sport pads and BSD blade style slotted black Geomet® discs
PD017K Kit	Redstuff premium fast street pads and BSD blade style slotted black Geomet® discs
PD018K Kit	Yellowstuff highest friction pads and BSD blade style slotted black Geomet® discs
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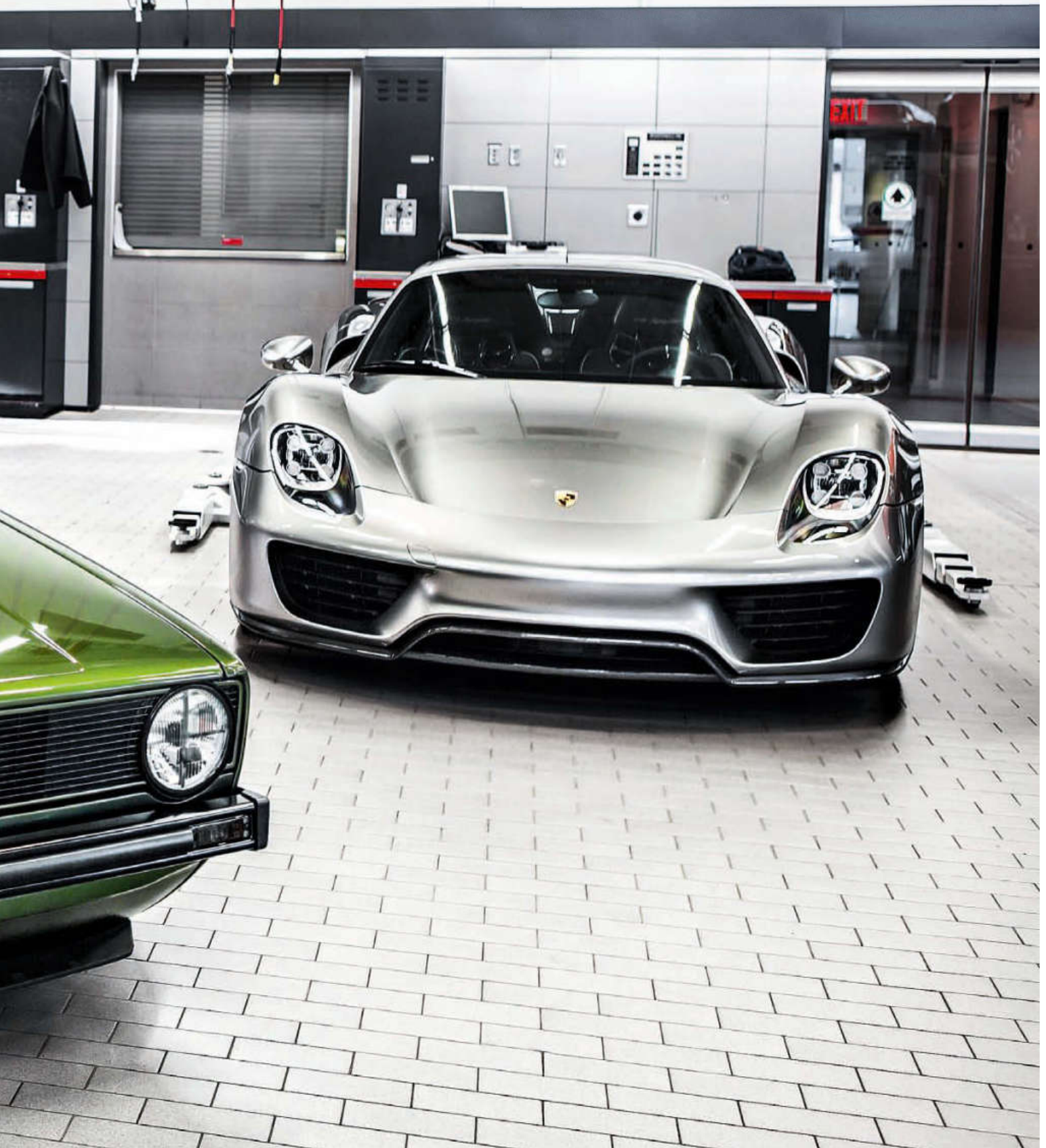
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LEGEND

The word 'legend' is thrown around all too often in the modified car world, but Marcel Klok and Emiel Kooistra are two Dutch masters who are fully deserving of the title.

Words: Tony Saggu
Photos: Si Gray

Well meaning geography teachers and clued up Wikipedia contributors will tell you that Holland, or more correctly the Netherlands, is that small plot of land stuck on the west coast of Europe, just east of Great Yarmouth. But while map-makers, geo-scientific types and high flying GPS satellites will all concur, Volkswagen modifiers know the real and obvious truth. Ask any serious Dub tinkerer and they'll tell you that the Netherlands is actually on another planet.

One look into the ridiculously rich heritage of supremely awesome other worldly machinery that's regularly churned out by the Dutch, and

you'll soon be throwing away your Atlas and downloading the new Garmin update. Dutch Dub devotees are undoubtedly inter-planetary beings from another world, beaming down here occasionally Captain Kirk-style to pick up Happich pop-outs, Rallye grilles, BBS splits and the like. There's no earthly way they can be so consistently good at building mind-blowing cars and still breathe O2, it's just not possible.

Over the last couple of decades or so, PWW retro restyling researchers have been following what is perhaps an advanced exploratory party for the Dutch solar system. Men In Volkswagens (MIVW), the small band of Dutch car builders, have almost seamlessly woven themselves into



the fabric of our VW scene; cool characters piloting cars that seem light years ahead of any Earth-bound competition.

MIVW members Marcel Klok and Emiel Kooistra are no strangers to these pages; collectively they've probably had their cars snapped and documented more often than anyone else in the Dub game. If rethinks, redos and mad restyles were currency they'd be cash money millionaires. The duo have reigned over the third generation Veedub kingdom for almost as long as the cars have been in existence. Both of their Mk3 three-doors have literally reinvented the game and created very different styles that have become accepted norms for the masses

to follow. Raising the bar and pushing the envelope don't really apply to Klok and Kooistra, they pretty much own the bar and the envelope and raising and reshaping the tried and typical is just business as usual. We were lucky enough to catch the pair recently to quiz them on what it takes to be Dutch masters...

PVW: First off congratulations Marcel for winning Best Mk3 Golf at Edition 38 recently, the car has won pretty much every major show in Europe over the last 15 years or so, why do you think that is?

MARCEL KLOK: Thanks, E38 is always a great event and for so many people to like and

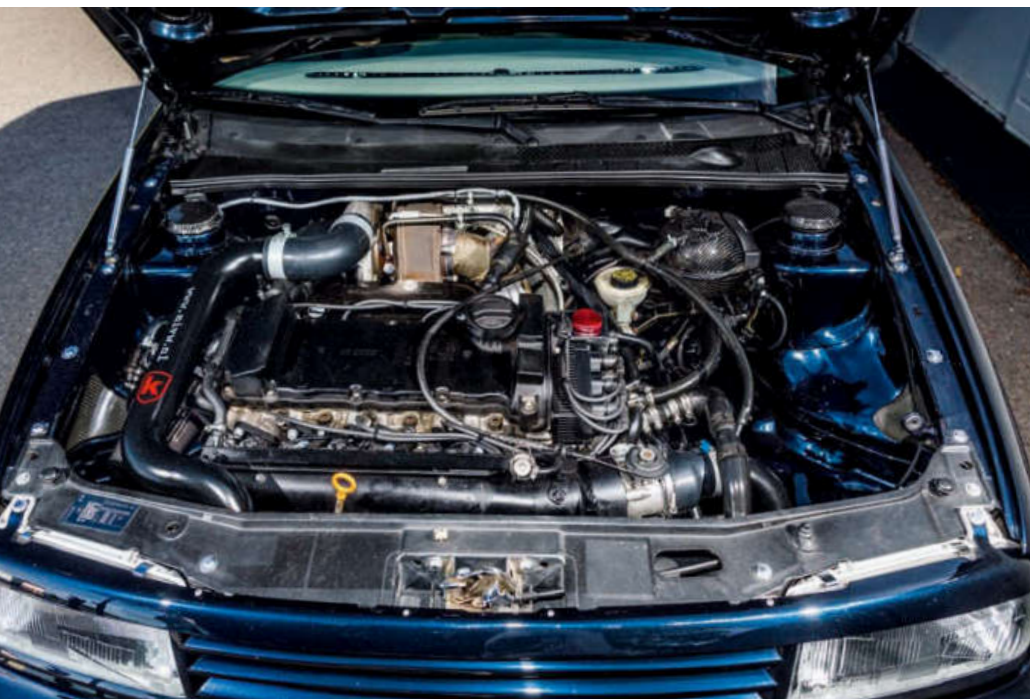
appreciate the car is always a thrill. I've done Wörthersee in Austria, SoGa in Italy, Charly's in Belgium, VW-Days in France, XS-Carnight in Germany, Blanz Society in Denmark, Edition 38 of course and a lot of Dutch shows over the years. I wish I could tell you why people seem to gravitate to the car. Like a lot of other enthusiasts I wanted to build a special car, something by and for myself, a car that would express my own particular style. I guess a lot of other VW fanatics share what I think looks cool.

PVW: Why a Mk3 Golf and why this car?

MK: It just came my way completely by chance. If I had bought an Opel or a Ford, I would be in the Opel or Ford scene now! I buy and sell cars



500ps VRT replaces the 275ps supercharged setup that used to live here. Top speed is 330km/h... in theory!



for a living; this car was just another clean three-year-old ex-lease car that I picked up to sell back in 1999. It was immaculately clean, completely stock and drove really well. That along with the fact that it was one of only 500 'Moonlight blue' Mk3 VR6s built made me hang on to it. Oh, it's got factory climate control and a stock steel sunroof too... the whole package is pretty rare.

PVW: So given the rarity, leaving it stock would have made sense?

MK: Absolutely! That was the plan to begin with, but you know how it is. You think 'hmm... I'm going to lower my car and put some wheels on it, and that's all'. After a few weeks you have other thoughts but honestly I never expected to go as far as I have now.

PVW: Tell us how things came together.

MK: For the first few years I used the car as my daily. There were a few mods here and there; some 9x16" Keskins and a set of FK coilovers, nothing too drastic. Eventually I built a carport at my house so I would have somewhere to keep and work on the car, and after that things started moving pretty quickly. I went to Wörthersee in 2001 and after seeing Sacha Bleser's grey Corrado with the silver grey leather I decided to retrim the Mk3's black interior to light grey Mercedes leather. There have been a few changes over the years, the car now has CS Recaro Sportster seats with full carbon scales on the back. In fact there is a lot of carbon detailing and more grey leather all over the interior now. For the 2001/2002 season I picked up some Porsche C2s, had them polished and ran them for a while before buying some 8x15" BBS RSs from Chiel Speets. That was the year I put the Vento front on the car. It's funny to think that back then I was one of only a few Mk3 guys in the world to try that.

PVW: We seem to remember that you were doing some pretty pioneering things with the suspension back then too.

MK: That wasn't completely by choice... In 2002 I was at the Alles-VW show in Osnabrück and the German police took my car because I was too low. They ended up keeping the car for



two months and getting it back was a major headache. That's when I started experimenting with air-ride; mixing and matching parts to get the height and ride quality I wanted, and by the end of that year I was one of the first cars in Holland on a full air-ride suspension. I ran the setup for ten years without any issues and only removed it in 2012 as part of a total makeover.

PVW: The car came with a VR6, have you done much under the bonnet?

MK: Everything is new under the bonnet. In 2001 or 2002 I polished my intake manifold, but forgot to clean it out before reinstalling... after about 500km the engine was ruined. Then I bought another VR from a VW Sharan with 20,000km on it, and that's the engine that's still in the car today. The internals were all renewed before the engine was installed because I knew there would be some kind of forced induction added some time in the future. In 2008 I did a compressor conversion which pushed the power to 275ps, and in 2012 a Garrett GT-35 turbo conversion which has the car at 500ps now. The gearbox is a six-speed from a Mk4 V6 4Motion, and this winter I swapped out the gears and differential lock. Maximum speed is now a theoretical 330km/h... theoretically...

PVW: We think the current wheel choice looks

absolutely stunning, what are they?

MK: Thanks, I really love the look, they give the car such character. They are BBS Rennsport E26s 7.5x17" with ET36 on the front and 8x17" with ET42 at the back. They are actually from a Ferrari in 5x108. I'm a huge wheel whore and the Mk3 has had plenty of wheels on it over the years; Keskin KT1s, Porsche wheels, RS Cups, BBS RSs in a few varieties... more than I can remember actually!

PVW: What have been some of the best reactions to the car since completion?

MK: "Porno!"

PVW: What else is there left to do? Are you pretty much finished with the car?

MK: It will never be finished; there are always new and different things to try. I'll step away from the car from time to time. For example in 2005 I parked it for a couple of years and got on with other things, but there will always be a new idea or challenge that will bring me back with renewed interest.

PVW: We've heard you have one or two other cars too.

MK: Err, yeah, I think I have about eight all together at the moment... I can't quite remember how many I have exactly! I love cars, I always have, my business and pleasure are all



ENTRANCE

“ I LOVE CARS, THEY ARE
MY LIFE
AND MY LIVING ”



wrapped up in cars, they are my living and my life. My very first car was a green Golf five-door Mk3 16V GTI. I bought in 1997 and then I sold it a few years after... but ended up buying it back in 2009 for old time's sake. I have a Kermit green Polo Mk1 from 1979. It's lowered on ATS wheels with a 1.3 with carbs which I bought in 2004 or 2005 I think. An old Oval Beetle from 1956 is also standing in my garage. It's a black one with 17" polished Radar wheels, original paint, rag-top and air-ride. I bought that one in 2011. I also have an old green Golf Mk1 from 1976, which I have lowered and put 17" BBS E50s on. What else...? Oh and there's the black Porsche 964 C2 from 1992 which I bought in 2014. That's lowered with H&R Ultradeep



Timeless interior mixes carbon detailing, OE parts and lush leather trimming to create a very nice place to be indeed

coilovers and sitting on 18 inch BBS E28s. My daily car is a full option Audi A5 Coupé 3.0 TDI Quattro Automatic with H&R deeps and 21" Bentley wheels. The Audi also pulls the trailer when I need to take the Mk3 cross-country or abroad. My current money pit project is a 2008 Audi full option R8. So far I've changed the original wheels to 20" BBS E28s and I will also be lowering it in the very near future...

PVW: Tell us about yourself Emiel...

EMIEL KOOISTRA: I'm just a normal guy, married with kids but with a very serious VW virus that has no cure! I work in the auto repair field so I'm surrounded by cars all day. A lot of my spare time is devoted to working on my own cars. Most of my friends are car guys too. Cars are simply a lifestyle for me, it's gone long past being a hobby.

PVW: Your Mk3 has most certainly been one of the best known and most widely respected VWs in the scene for the last 15 plus years, tell us how the legend of the 'Grey one' got started.

EK: I've had people tell me that some of the



mods I've done on the car over years have changed the Mk3 scene, and to me that's the biggest compliment I could possibly get. I got the car back in 1998. It's a US import '95 VR6. I wanted a modern car and this one was in my budget back then because it had some damage on it, so it was also perfect for me to learn accident car repair on. I found it at a scrap yard near Amsterdam. Apparently a US serviceman, a sergeant in the army stationed in Germany, had rolled it off a bridge and written it off. I repaired



“CARS ARE A LIFESTYLE FOR ME.
IT'S LONG PAST
BEING A HOBBY!”





R32 lump replaced the VR the car came with from the factory; smoothed 'bay and detailing is all Emiel's handiwork



it and have been modifying it ever since.

PVW: Rolled it off a bridge!? How badly damaged was it?

EK: Pretty bad, it was more a ball of bent metal than a car, almost every panel needed to be replaced, including the roof, but it was a rare fully-optioned US model VR6. It still had the US paperwork and 4000 Euros for a three-year-old car was cheap back then.

PVW: Did you plan to modify it from the outset and if so, did you intend to go quite so far with the build?

EK: Yes, I always like to change things in a better way, not only cars. Modifying things is a learning process with new challenges. I think it's how we face, deal with and overcome a challenge that makes it interesting and rewarding.

PVW: The car has had quite a few makeovers over the years – can you give a brief rundown of the changes?

EK: I'll try, but honestly I can't remember everything that's been done; it's been a continual evolution over the last 15 years... so much has changed. So, first of all I repaired the damage and changed the car from red to Nagaro blue from the RS2. A couple years after

that I pulled the whole car apart again and cleaned the engine bay and changed the colour to Nimbus grey from the Mk1 Audi TT, and the TT dash went in at the same time. About a year later Mk4 Recaro seats were installed and the interior was trimmed in Mocha leather. Little details were consistently changed during this time too; lights, mirrors, engine and interior stuff, and probably half a dozen sets of wheels too. A few months after that I changed the front to a Mk4 Cabrio and the following year an R32 engine and RS4 seats were fitted. A couple of years after that the interior was completely redone again; no rear seats, GT3 style cage and ADT racing shifter. The early Vento front and smooth tailgate also got installed at some time or another.

PVW: How much of the work have you done yourself?

EK: Everything.

PVW: Which car, if any, inspired or motivated your build?

EK: I can't really say it's been a particular car or even a particular style that's been behind this car. I always like to do my own thing; I'll use and integrate parts and ideas from different cars and



custom traditions just because I like them. The goal has always been to have a car that is completely different to everything else out there. If there is a common thread that I think runs through this build from the very start, it's that I always wanted to use OEM parts from the VAG group and incorporate them with style.

PVW: You have become something of a legend for incorporating Audi TT dashes into all sorts of cars, even Elliott's Greylord Rallye got the Emiel touch...

EK: Yeah, I've done one or two over the years. It was such a great looking piece when it first came out – the whole car was – and I was desperate to try out the parts on other VWs. I had a friend in Germany who was able to buy ex- test demo cars from Audi. They couldn't be sold after they used them for testing so they got broken up for parts. At the time no one else was really doing the TT dash swaps and I had people from all over Europe bringing me their cars to convert. It was a bit of a challenge at first but really once I really studied it installing the dash and making everything work like OEM wasn't too difficult.

PVW: What would you say has been difficult for you on this project?

EK: It would have to be narrowing the rear of the car to fit the current 9.5x18" BBS E28 wheels. It took a lot of metalwork to rework the back half of the car especially the inner shock towers to fit the wheels.

PVW: What is your next project car and what would you like to do to it?

EK: A 1956 VW Bug, I'm working on it right now, actually. I'm doing... a lot... ●

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COMPANY PROFILE:

TAROX
LINEA FRENI SPECIALI Since 1976



BRAKING WITH TRADITION

With roots that span back over four decades and experience right up to Formula One level, Italian brake company Tarox has been a big part of the VW scene for literally decades now. But how does it design and manufacture its distinctive products? We sent lasagne-loving Cowland to Italy to find out more.

Words: Paul Cowland Photos: Tarox

Discovering how a company founder began his or her career often tells you everything you need to know about the DNA of the firm that they run. A banker or accountant? That usually means that their business runs on sound financial footings. A manager of some sort? That normally makes for slick and efficient operations. But a stunt driver? Yeah! That's more like it... I think we'd all like to work for a company started by somebody that thinks that driving a car on two wheels is a sensible way to pay their mortgage. Doesn't sound all that corporate, does it?

But that's how the story begins for Italian brake manufacturer Tarox. Wind the clock back to the 1960s and a dashing young chap called Gianni Taroni was making quite a name for

himself on the circuits and film sets of Italy. Clearly a talented wheelman, Gianni balanced a hectic schedule between racing and paid stunt work, filming many TV adverts for Italian car makers and ad agencies. Demanding much of every car that he drove, it didn't take him long to realise that the brakes of many of the cars he was being asked to drive weren't up to the job. When a particular stunt kept frying the factory brakes again and again he decided to do something about it, and the germ of the idea that would eventually become Tarox was born.

Gianni had originally begun experimenting with rudimentary friction materials from a very early age. While still in short trousers, in his first workshop, he refined a compressor-based brake system very similar to today's ABS. Later on, knowing what his stunt cars needed, he quickly

mastered the art and started to create truly effective stoppers that out-performed even the very best OEM brakes. Pretty soon, his racing mates and fellow stunt performers were queuing up to persuade him to make a set or two for them – and when this trickle became a flood, the 'Tar' in Taroni became the 'Tar' in Tarox – and our story truly begins. Early incarnations of the new Tarox brand endured extreme testing with ex-Ferrari driver Gian Carlo Baghetti, who entered a Rally Raid with Gianni from Cape North to Cape Town in an Alfa Romeo, quickly followed by the Milano-Calcutta event with an Alfa Sud, and then Tierra de Fuego – Alaska in a Fiat 131. With creditable results in all events, the young Taroni knew that he was on the right track.

Founded in 1976, the fledgling company quickly gained a reputation for superb



craftsmanship, backed by good old-fashioned customer service. Creating effective solutions from day one soon put the company on the radar of F1 teams, seeing it land its first contract a few years later. 1979 saw the first Tarox F1 victory with the Ligier team, followed by outright championship victory a mere three years later with Keke Rosberg in his Williams. To achieve such greatness so early on in the company's history was to set the future engineering benchmark for what was to follow.

Although the firm had clearly earned its stripes in the most demanding arena of motorsport, the burgeoning team soon turned its attention to the blossoming road car market. After creating the first grooved motorsport discs in the early '80s, this technology was soon 'trickled down' to the road range, creating some



We do love a good bit of engineering porn and Tarox's brake kits are certainly that!

COMPANY PROFILE:

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epic designs like the 'Sport Japan' – a design still popular today.

In 1992 the firm released its first six-pot caliper kit and by 1995 Tarox had outgrown its original premises, moving to an impressive 2000 square metre facility in the picturesque town of Osnago in Italy. Situated perfectly between the Monza circuit for track testing and the very same Lake Como roads oft-favoured by *James Bond* movie location scouts for their tortuous turns, Tarox quickly began investing heavily in state-of-the-art design and manufacturing software, and machinery to allow it to produce simply stunning calipers – as well as developing a unique two-stage finishing process for all of its discs.

The innovations kept on coming. The first ten-pot caliper, then the first 16-pot. The team were



on a roll! Ever with an eye on quality, first full TÜV approval was gained, quickly followed by ISO9001 accreditation. The Italians may have a reputation for being a laid back bunch, but the Taronis approached the engineering process with a steely determination and what can only be described as Germanic efficiency. More recently, Tarox has become one of very few brake companies to gain the rigorous ABE accreditation too, confirming its place as one of the leading global brake manufacturers.

Obviously, all of this growth wasn't possible with just the original team. Over the years Tarox has grown to encompass offices in Germany, Japan and the UK, employing dozens of dedicated staff. Charmingly – and neatly conforming to our UK perception of Italian business – the firm is still very much family

owned. Gianni is sadly no longer with us, but his daughter, Valeria, runs the show on a day-to-day basis with her father's eye for detail and quality very much at the fore. Despite its present size and £2m stock-holding, the ethos and atmosphere at Tarox is still very much how it was when Gianni opened the doors back in the '70s.

The process of developing new brake fitments is still very 'organic', with the look and feel of the conversion being just as important as the quality of the engineering and the efficacy of the retardation. Whenever a new model is identified as being important, an example is always bought, hired or borrowed and brought to the factory for a full shakedown. After measuring the OEM setup, the company record its efficiency (or otherwise) on a wide range of surfaces and conditions. Testing mainly takes place at Monza

(obviously), as well as Fiats' low adherence track at Balocco and the more 'real-life' setting of the Lake Como roads. Once back at the factory, the design team then start with direct OEM replacement sets, creating the tooling for the pad material as well as programming the CNC machinery to produce the discs. Every Tarox disc is hewn from a solid billet in a two-stage finishing process. It's one of the many reasons that Tarox brakes work so well on track. After this, an exhaustive set of gruelling 'lab' tests, including an industrial sized dynamometer and various stress-testing machines analyse the brakes capabilities to ensure that everything performs precisely to specification.

After that, the team are left to go mad, developing the larger brake conversions or, where appropriate, motorsport kits for key tuner

COMPANY PROFILE:

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EVERY TAROX DISC IS HEWN FROM A SOLID BILLET IN A TWO-STAGE FINISHING PROCESS. IT'S ONE OF THE MANY REASONS THAT TAROX BRAKES WORK SO WELL ON TRACK

models and one make series. In all cases, the attention to detail is just as fastidious and everything is shaken down and tested at Monza or Balocco and overseen by Valeria before it's signed off and added to the range. This personal approach to quality control has led Tarox to become the 'go to' people for many race teams and supercar manufacturers, looking for low volume, high performance solutions. Count Koenigsegg, Saker Sports Cars and Donkervoort as just three big names that make up the past and present client book of this capable engineering firm.

When it comes to our beloved VWs, Tarox really knows the market well. For the last 12 years, the VW Golf, in one version or another, has stayed firmly at the top of its sales lists since both came into being in 1976. Possibly because it's always had at least one on the fleet in that time! The company offers everything from

the Mk1 through to the current Mk7 – as well as practically every other VAG car on the planet, with many air-cooled and classic applications still listed. With the introduction of the latter day GTIs and 'R' models, Tarox has been quick to move with the times and demands of this higher powered range of vehicles.

These days, the methods that Tarox uses for building kits has had to adapt to integrate the latest technology, while embracing it – and using it to improve its own systems. Just like tuning companies, Tarox can now use the ECU to ensure that us punters and drivers get the best possible brake pedal feel, modulation and power while retaining all the functionality of the ABS, ECS, and new safety features such as adaptive cruise and emergency braking.

As the VAG scenes has expanded to include other VW Group models, Tarox has made sure it has kept pace with that movement. The range

now caters for all the S and RS models from Audi and Cupra models from SEAT, VRs from Skoda and many applications for Porsche including a new front and rear kit for the 964.

So what does the future hold for Tarox? Well, it seems that recently, the firm is very much looking back to its enviable motorsport heritage and creating road car applications from race car technology. Tarox continues to push the boundaries of manufacturing, safety and quality for racers and track day enthusiasts who refuse to compromise on braking performance. So, if you feel the need to get your VW stopping as well as a Koenigsegg, or a Saker... you know where to go! ●

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HOT TO TROT

With the sun out and a strict 'VW-only' dress code it's safe to say the 7th VAG Nation event over in Belgium was a Veedubber's wet dream. Here are the highlights...

Words: Elliott Roberts Photos: Rene Sauer, Kristof Heyvaert

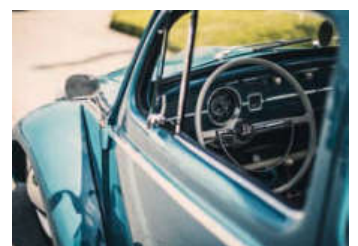
What do we like best about Belgium's VAG Nation event? It's the lack of politics and one-upmanship that we've come to expect at many of the more mainstream VW shows these days. With VAG Nation it feels like one group of friends with one love: VWs. There are no ulterior motives or the feeling that the organisers are doing it purely for the money. And although the show may not be huge, with over 500 cars rocking up this year it is by no means small either. It's also the quality of cars on display, plus the friendly atmosphere, that makes VAG Nation so special.

This year, one of the main organisers, Kristof Heyvaert, announced that they were fundraising in memory of Miha Strik – a familiar face at previous events and friends with many on the scene – who sadly passed away. "We raised money selling sunglasses and donated the money to Misha's family and Dubclub," Kristof explained.

As you can see, the event is all about giving something back to the community. In the same vein, this year saw attendees in with a chance of winning a tidy little Mk1 Golf Carbio. It eventually went home with a chap



14/06/15
VAG NATION 7
LEBBEKE, BELGIUM





It doesn't really get much nicer than this, does it?



from Essen, Germany who had spent just five Euros on his winning ticket. Needless to say he was pretty ecstatic!

The location itself is set in and around an industrial estate in Lebbeke, Belgium which gives the guys plenty of room to spread the cars out. This makes for great photos, as you can see. Despite the amazing quality of cars, the competition side of things is by no means the most important part of the day, unlike a lot of other events. This is probably why there's such a good vibe during the day.

To be honest, we're not sure how the organisers managed to pick the Top Five awards, but when the dust settled it was Roberto Polo (red Mk3 on BBS), Nico van Egmond (Mk2 1.8T), Klaas van Schaijk (Mk1 TFSI), Daniel Keppellhoff (Mk2 Scirocco 16v) and Thibaut Legros (new Beetle Cabrio) that took home the trophies.

There was also an award devoted to the aforementioned Misha Strik called 'Misha's Choice'. This was chosen by the Dubclub guys and went to the incredible 2.5-litre, five-cylinder, Oak green Mk2 Golf on one-off Zender Turbo splits. We first saw this car in the metal at MIVW and it really is

We can't wait to get Mario Verswyvel's 2.5-litre five-pot turbo Mk2 in the mag; it's already one of our favourite cars of the year!





T2 Splitty single-cab was stunning in every way



something else. You can expect a world-exclusive feature on this car very soon in PVW.

Despite the 'VAG-only' rules, there was still a nice mix of cars on display, with everything from a dropped Type 121 'Thing', a Type 3 Squareback and a stunning Karman Ghia all gleaming in the bright sunshine, plus a whole host of tidy water-cooled Dubs, too. In terms of trends, we love the fact every single car on display is modified tastefully. There literally wasn't an ugly duckling among them. As you can imagine, this made selecting the photos for this feature pretty damn tricky.

It was great to see some support from surrounding countries and even a couple of cars from the UK. To be honest, if we didn't think it would kill the event's intimate family-feel we'd urge more of you to head over there next year. In fact, what are we saying? Leave you politics and BS at home and we're sure these guys will welcome you with open arms. Just don't tell them we sent you, okay? ●

The VAG Nation crew know how to put on a chilled out event. Kudos to them!



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FUEL THE FIRE

The UK modified car scene has never been so varied as it is today and one show that demonstrates just that is Fueled Society.

Words: Elliott Roberts

Photos: Gordan Irvine

We've said it before but the modified car scene in the UK seems to be at an all-time high in 2015 in terms of the quality cars it produces and the diverse mix of motors getting hit with the tuning stick. We like to think the modified VAG scene, which introduced the less-is-more 'cleaned' approach to modifying, has played at least a small part in there being a generally better quality and style of modified motors on our shores these days. And while we love a modified VW show, we must admit to being secretly excited when we get to check out a mixed marque event and see what's happening on the other side.

Shows such as Players, TRAX and Modified Nationals have all be responsible for showcasing the best of British cars for many years now, but another relatively new mixed marque event that seems to have hit the ground running is Fuel Society. Organised by a group of friends as interested in fashion and car culture as they are the cars themselves, the event is intended to bring together people from all walks of modified car life to hang out and enjoy themselves and for the past two years it's done that pretty well. With a new location planned for 2015, though, we hoped that wouldn't slow the growth or quality of metalware we've come to expect.

With the promise of a far cooler location than the previous Nostell Priory, when the organisers mentioned The Tetley (effectively the grounds and remaining buildings that once formed an operating brewer) set in the heart of Leeds, we couldn't wait to see the results. And the industrial setting, which has the backdrop of both the old building (or at least part of it) and then some far more modern architecture across the way, it couldn't have been a better setting to host Fuel Society 2015 as it lent itself perfectly to the 'Art Car' theme that surrounded this year's event! The remaining building

A great location, great cars and a great atmosphere, what more could you ask for?



Vick Nagi left his Audi alone for just long enough to allow us to shoot it just after the show. Look out for it in these pages soon!



11-12/07/15
FUELED SOCIETY,
THE TETLEY, LEEDS
ENGLAND





The Tetley site made an excellent location for the show with its mix of old and new architecture and great facilities





So much want. SO MUCH WANT!



One of our favourite non-VAG cars of the 2015 show season right here

itself has also been restored and converted into a bar with restaurant area, so it was very practical too.

Cars parked on grass at a show never look their best, so the move to hard-standing concrete was always going to be a good one. However, with the industrial setting these guys found, and the cool vibe of the indoor space, it felt like Fueled Society had finally found a home as cool as the cars and people that it has previously hosted.

Anyway, enough about the setting what about the cars? Well, where do we start? Some of the early air-cooled Dubs were just out of this world. The two-tone burgundy and white split-screen was simply stunning, as were some of the old-school Beetles. We loved the grey pre-war example with enclosed rear wheels and the black car on white wall tyres.

There were plenty of new-wave water-pumpers too, including a bunch of killer Audis, Sciroccos, Skodas and Passats. In fact, for once it was nice to see almost less Golfs than anything else from the VAG camp. The sign of things to come?

In terms of trade there were the usual suspects lining the show area,





The Lotus Carlton is still the daddy isn't it?
Such a badass car



including the likes of Kleen Freaks, Air Lift, Syco Graphics, D2, HIC, Only Charged Dubs and Wheel Whores tempting punters to part with their hard earned wedge. As for entertainment, well let's just say they had us at the leather-glad flame-spitting promo girls, although the drifting RC cars were also a welcome distraction when we all got a little too hot under the collar. In fact, the guys thought of everything and even had male grooming firm Urban Quarter on hand to take care of any beard trimming or mop chopping requirements you may have had during the day.

Despite our love of all things Veedub, it would be rude of us not to mention some of the other non-VAG metal on display. Talk about diverse! There was everything from a bone stock Lotus Carlton rubbing mirrors with modified American cars and pick-ups, Hillman Imps, Merc 190s, Volvo 240s, Ford Pops and even a killer hot rod. What more could you ask for?

For those who want a little more than just cars chucked in a field, Fueled Society has it covered. All we can say is that we hope the same venue remains for next year and expect to see far more of you there for some flame throwing and a cool one at the bar! ●



Syco Graphix's van before its latest makeover that was debuted at E38





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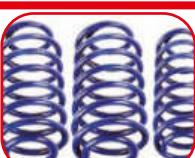


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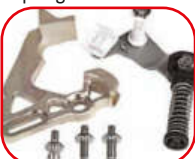
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DOWN BUT NOT OUT

This year marked the last ever VW show at Elsecar and Jon Cass, who was there for the first meeting, went along to capture the sad but memorable occasion.

Words and photos: Jon Cass

I never thought I'd be writing about the last VW show at Elsecar; it was one of those events you'd hope would keep going forever. The laid back and friendly atmosphere combined with its unique format thanks to that pretty industrial setting made it somehow stand out against other shows with a more traditional setup. Having attended every show from the early Club GTI days to when Simon McNamara and his crew took over in more recent times, it's fair to say it has grown impeccably since that first Mega Meet in 1999. Back then, there was a handful of standard and mildly modified VAG cars on display, but very quickly the quantity of entrants combined with the

Can't really go wrong with a timeless Mk2 can you?





Felgen Werkes-polished wheels forced us to bust our sunglasses out



06/04/15
ELSECAR MEGA MEET/
VOLKSWAGEN SHOW
ELSECAR HERITAGE
CENTRE, ENGLAND



quality and variety of what's on offer made it one of the shows not to miss, with people travelling from all over the UK to be there.

This year was no exception and probably the busiest we've ever seen it with a mix of both air-cooled and water-pumpers on display from all over the UK. The show itself has both indoor and outdoor show car parking but luckily the weather behaved this year so those braving it outside were treated to sunshine for most of the day.

As you can see from the photos there were a few familiar machines mixed in with some not-so-common cars. It was actually some of the non-VW metal that really caught out eye this year. How could you not be all over the white short-wheel-base Audi Quattro or the big-turbo S2? It was actually the orange Skoda Octavia that impressed us the most though – the incredibly clean body and killer stance made this such a stand out car. Is it bad we had a soft spot for the ratty Trabant, too?

It's fair to say the organisers have struggled for space in the last decade at least, but thankfully they have vowed for the show to continue at another, no doubt larger, venue so hopefully that unique character and atmosphere will be coming with them. Easter won't be quite the same without it ●



More people should modify nu-wave Skodas, that's our thought for the day





Kiran Mistry's Mk1 is coming to these pages very soon



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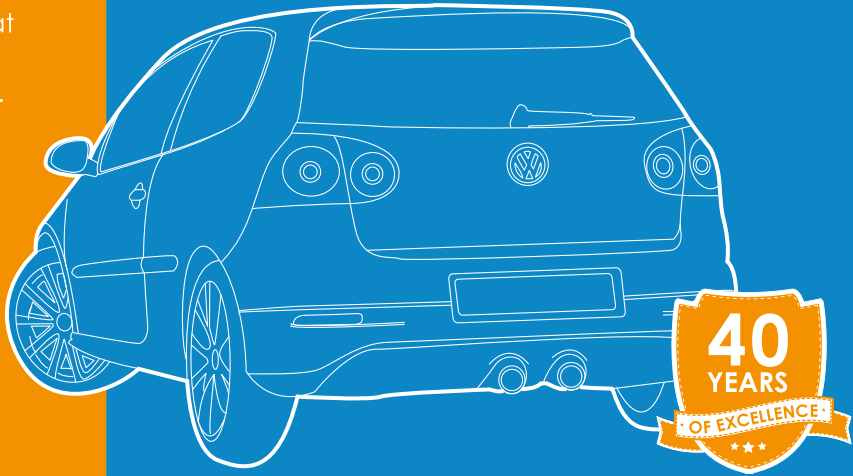
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Photo: Gordan Irvine

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Elliott Roberts

Dave Kennedy

Mark Riccioni

Mark Bass

Paul Cowland

Ryan Stewart

Jamie Orr

Rob Waite



Elliott Roberts

PROJECT: FAMILY GUY 07_B4 A4 Avant
Started: Jun 03, 2010

Comments: Functional car is functional. Boring car is boring? We're not complaining.



Elliott Roberts

PROJECT: GREY PRIDE 90_Golf Rallye
Started: Oct 10, 2007

Comments: Oh Rallye, how we miss you. Oh Rallye, we wish we could see you again.



Dave Kennedy

PROJECT: PLUCKY 91_Mk2 Golf GTI
Started: Feb 12, 2013

Comments: New VR in and bolted in. Just waiting on getting the thing finished now!



Mark Riccioni

PROJECT: SCENESTER 13_Mk7 Golf R
Started: Oct 13, 2014

Comments: With a big turbo RX7 and V10 M5, amazingly the R is Mark's 'eco' choice.



Mark Bass

PROJECT: ULTIMATE BASS 13_T5 2.0 TDI
Started: March 08, 2013

Comments: The van definitely needs a bit of a tidy-up for 2016. New wheels maybe?



Paul Cowland

PROJECT: SHAKE N BAKE 90_Mk2 Golf 8v
Started: June 10, 2011

Comments: Paul breaks his RCars duck with a trick rebuild of his race car's gearbox.



Ryan Stewart

PROJECT: CHRISTINE 05_Mk5 Golf GTI
Started: Nov 15, 2011

Comments: Too busy getting his Discovery stuck in and on things to work on the Mk5.



Jamie Orr

PROJECT: SUPER JAMIE How many cars?
Started: Jun 10, 2014

Comments: The UK, Spain and then back to the UK for E38. Another mental month then.



Rob Waite

PROJECT: JOKER 07_Skoda Fabia VRS
Started: May 14, 2015

Comments: Now that Rob's got his coilovers on he's got no plans for the Skoda. Boo!



BOX OF TRICKS

Tired of crunching his way through a series of badly selecting gears on his way to the finish line, this month Cowland kicks off his run of *RCars* reports with a useful upgrade in gearbox quality. Warning! May contain engineering porn!

There are many reasons to race a Mk2 Golf GTI, so feel free to pick from any of the following: they look great; parts are easy to get; they are easy to drive; people in the scene are nice; and, mechanically, they are the equivalent of a Nokia 3310 – simple, bombproof and seemingly indestructible. Well, mine has always appeared that way anyway (*and the one you rolled?* ~ All), managing at least six race seasons that I know of on its original engine and gearbox and on a clock that shows vastly in excess of 200,000. Oh, and that was on a clock that has never worked in the many years that I have had the car. Goodness only knows what it really is!

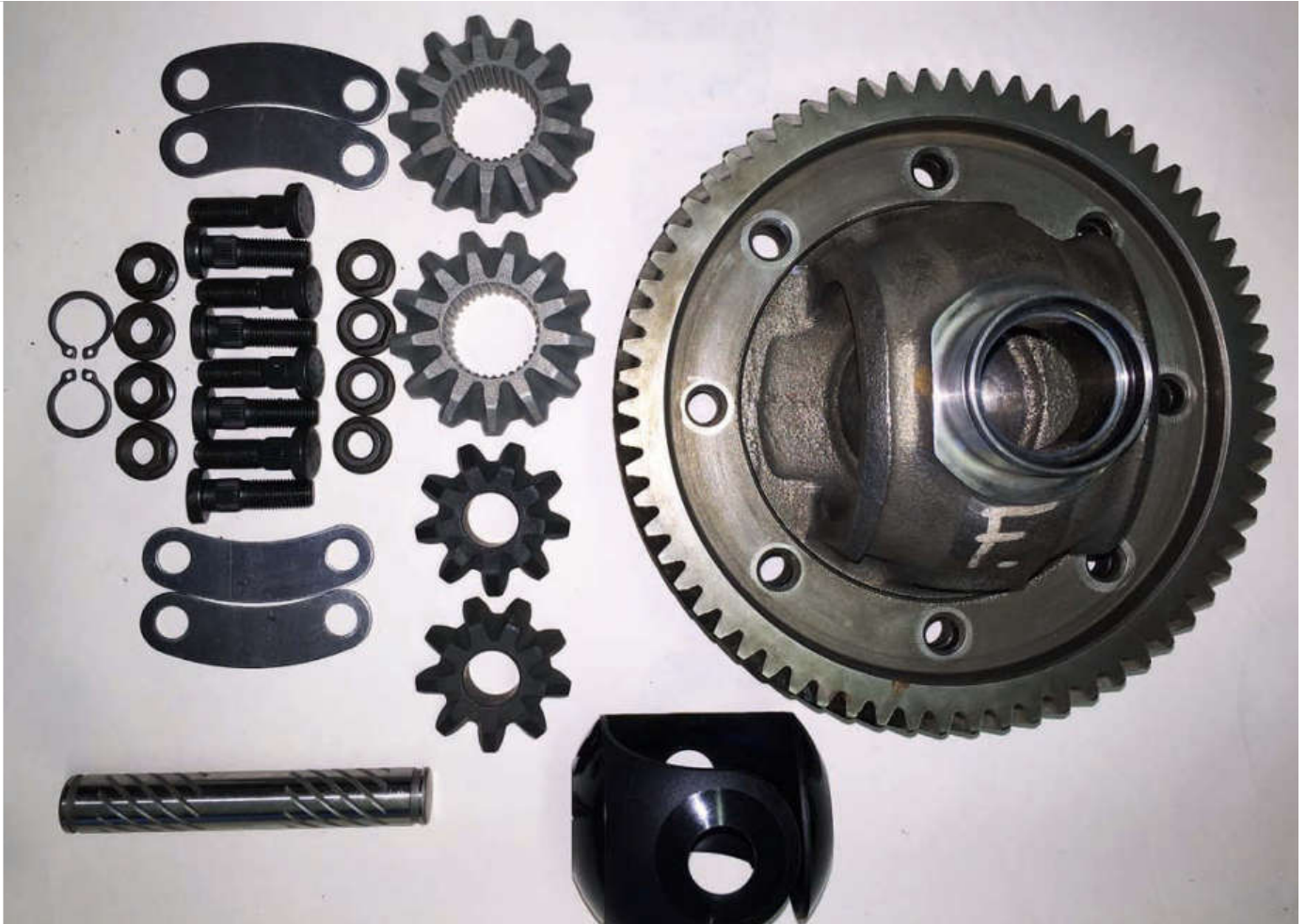
With that in mind, and given the kicking the poor old girl has had, I could only forgive it when the factory gearbox started to whine a little and

miss the odd shift here and there. While I'm still saving my pocket money for a new engine, I figured that sorting the gearbox first might be a smart move. After all, there is simply no point on building an 8v powerhouse if I can't get the darned thing in gear, is there?

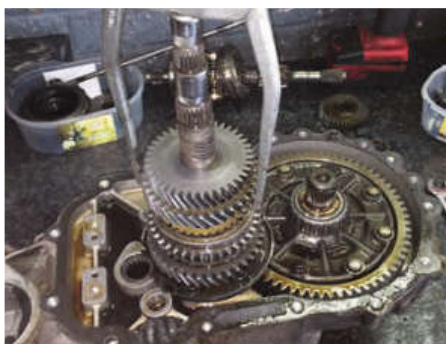
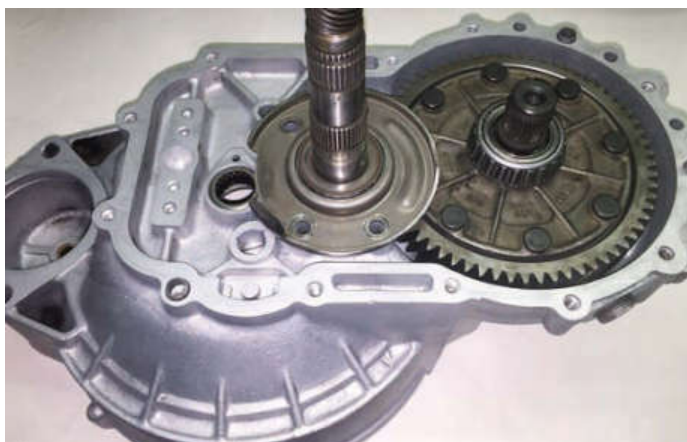
I was then faced with a choice. Try and find a decent secondhand 'box, which might not end up being any better than the one I took out, or better still, bite the bullet and splash out on a new rebuild. Then the problem was to work out when the best time was to get the car off the road (well, track) in order to get the old 'box out. Ultimately, I decided that the best compromise would be to buy a spare 'box and get that one rebuilt. That way, I could still play tunes on the old 'box while the new one was being fettled.

Asking around the pits, as one does, fellow racer Paul Foreman mentioned he had a pearler for sale. Better still, he wouldn't take any money for it! Feeling that this was a little one-sided, however, we ultimately agreed that a nice compromise would be a £50 donation to his favourite charity of Barnados. Nothing better than a great secondhand 'box with a free warm fuzzy glow, is there?

Rebuilding said 'box would be none other than the mighty Brian Schlewitz of JabbaSport fame. Based out in Peterborough, this delightful, family-run business is responsible for many of the front-running Mk2 and Mk5 race cars in the PGTI championship, as well as a plethora of rather nice road conversions, too. Although JabbaSport is a true one-stop-shop from a racer's point of view, offering everything



Stripped, cleaned, uprated or replaced, JabbaSport did a fantastic job of overhauling Paul's replacement 'box. "I hadn't realised how bad the old one had got until the swap," he explains



from roll-cages through to engine builds and even full paintwork, it's also happy just to service your daily or fit a set of coilovers if you want. Well worth a look if you're anywhere near that very flat part of the world.

Brian kindly took the new donor 'box away at the end of a race meeting and then was good enough to keep me up-to-date with photos as he built it all up. The 'box was in good nick when I got it, but as you can see in the pics here, once Brian worked his magic, it literally looked like new! Every single part has been cleaned to perfection. Every bearing has been uprated and every fastener and bolt has been scrubbed, checked, renewed or uprated where necessary. When you look at the photos, you can really see the time, trouble and effort invested here and it's almost a shame to stick the gearbox under the car, where it can't be seen!

Once fitted up, though, and with the installation of a whole new clutch kit while it was all out, two things became very clear: first, how bad the old 'box had become without with me really noticing; and second, what an incredible improvement this new one was! Gears now simply snicked into place with a delightful mechanical click, and everything felt light and precise, making the shift action much more quick and easy to operate. I don't reckon they were ever this good back in the day! So, how did I get on? You'll have to flick back to the race reports on page 26 for the full low down. Until next time **PC**

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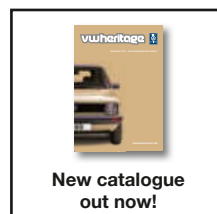


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FINELY TUNED

The all-new Tunerfest shows promised performance car action and entertainment in hefty doses. We headed to Brands Hatch to see what all the hype was about...

Words and Photos: Sam Preston

Injecting some fresh new action into this year's show season was the highly anticipated duo of Tunerfest events held in June and July. We checked out the 'South' instalment, held at Brands Hatch circuit (with the 'North' event being held at Oulton Park shortly afterwards in an attempt to appeal to as much of the country as possible).

Brought to us by the same team that puts the Time Attack UK championship together, we knew we were in for a bit of a treat, as Time Attack always proves to be one of the most entertaining race series you can buy a ticket for.

What's Tunerfest all about, then? Billed as a set of events to showcase modern and iconic performance cars from across the UK, it's easy to work out why both versions are held at prestigious race circuits. Needless to say, the track action was constant and massively varied throughout the day, coinciding with some of the finest static road car displays flanking the circuit in the paddocks.

For those not throwing their own cars around during the public track time sessions (which unsurprisingly went down a storm), there was a wide array of wheeled beasts flying around the smooth Tarmac under the sunny skies. Picking a spot of grass in Brands Hatch's stunning grounds and setting up camp for the day seemed to be the route that most of the content punters went down.

The headline act was the Time Attack guys battling it out for round three of the series. The brilliant conditions meant that some special performances were always going to be witnessed, but when the Time Attack lap record was broken during the warm-up round, we realised just how special it was going to be!

Hot off the back of the news that they would soon be representing the UK in the World Time Attack series, Gareth Lloyd and SVA Imports were on top form in their monstrous Evo, managing to clinch an amazing time of 45.043secs in the competitive heats – a full second quicker than their record-smashing warm-up lap! Full results of this momentous leg can be





Back when F1 cars
made real noises



found on the Time Attack website: www.timeattack.co.uk.

With demanding gradients and turns throughout, Brands Hatch isn't a circuit synonymous with drifting. This therefore made the sight of pro-drifters Steve 'Baggsy' Biagioni, Mark Lappage and Matt Tilyard sliding around the Indy layout even more spectacular. With competitive drifting events banned from the circuit and just a limited number of drifting displays happening throughout the year, this was a rare sight indeed.

Also on track were some historic Formula One cars from throughout the ages, allowing the crowd to escape back to the days where an ear-splitting roar filled the air at F1 events.

Even away from the track, Tunerfest succeeded in ensuring that there was no end to the entertainment for those who had made the journey down for the day. Amongst the Caterham rides, punters were given the chance to give a rally-prepped GT86 a thrashing around the circuit's off-road course and there was even a proper go karting setup. The static show was also a big hit, with lots of great examples on display. Furthermore, several car clubs and trade stands were on-hand to show off their latest goodies, and the show 'n' shine event saw some really special metal parking up and getting their show on.

If you don't attend many events throughout the year, Tunerfest should be one to look out for. We can't remember the last time we saw such a diverse selection of automotive exotica take to the track over a single day, giving those who attended a deliciously broad slice of car excitement.

With an equally as successful (and sunny!) Tunerfest North also under their belt, the organisers are already securing the final dates for the 2016 events. We imagine this is a set of shows that will only get bigger and better, so count us in! ●





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www.blackforestindustries.com

17-18th
NOLA SPEED & STYLE
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www.nola-speedandstyle.com

24th
DUBRUN TO THE POCONOS
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25th
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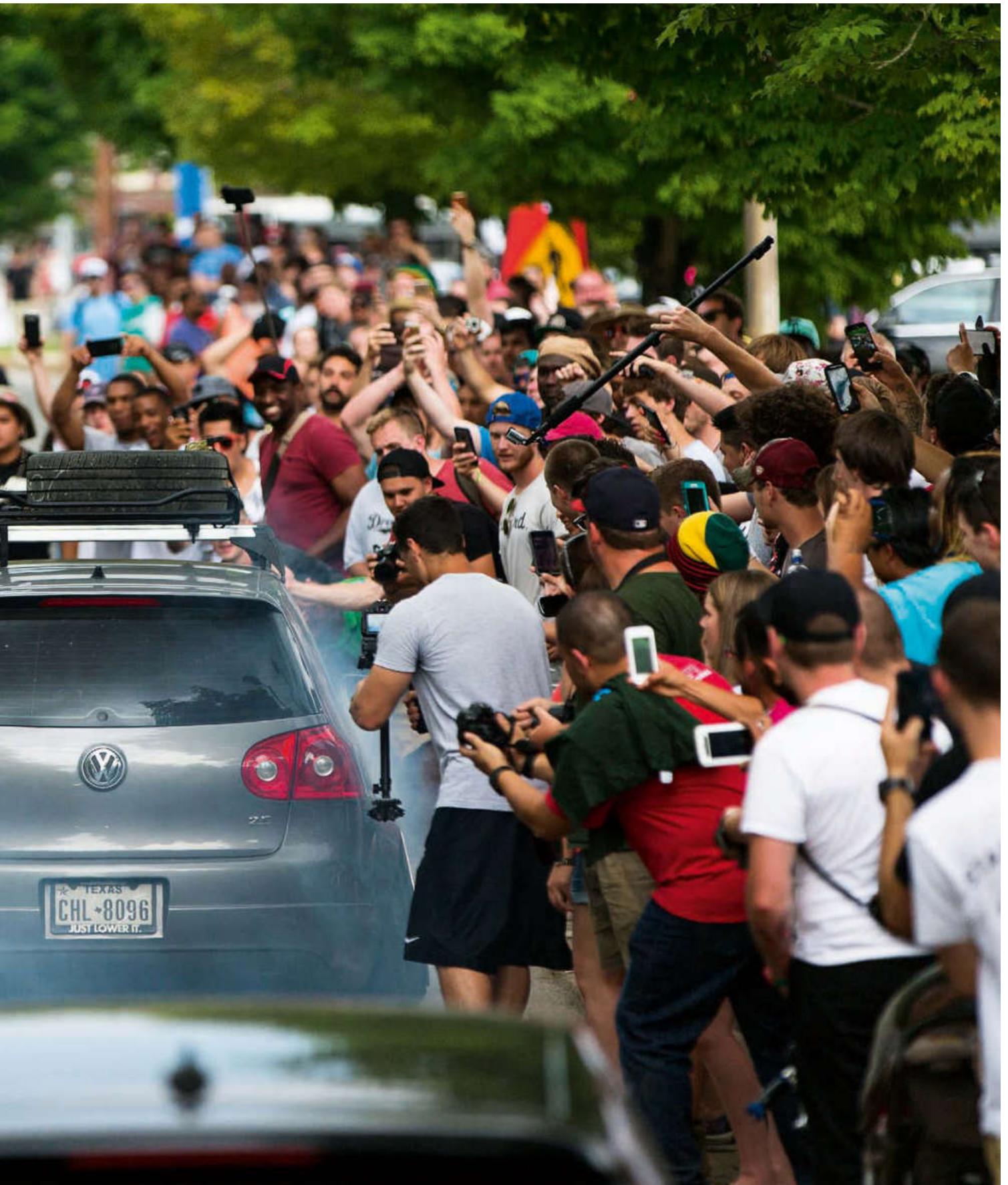
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Favourite issue of PVW?

PVW 09/10 with Russ Thomas' Mk2 Jetta and Col. Bynum's Mk1 GTI is one that comes to mind. It is always a pleasure to see cars and people that I know featured.

Favourite PVW feature car?

Features that are heartfelt like Scott Taylor's Mk3 GTI or Jay Fay's Mk2 GTI. They are two great guys with a lot of heart and soul, but more concerned with others than themselves. It's more about people than cars – cars can be replaced, friends cannot.

Worst modded VW you've ever seen?

Over the years I have seen my share of bad mods and a pink fur-covered Golf or faux Stone Golf really hit high on the list. Not saying the owners' choices were bad, just not my taste.

Favourite car you've been involved with?

Thomas Woody's Corrado SLC is one. It was one of the most detailed and time-consuming builds I've worked on. Then there's Dave Werner's Mk1 Scirocco drag car with a turbo 2.0 16v with ITBs, the 'Beastle' which was a big block V8-powered New Beetle drag car and the Corrado VR6 Turbo with 617hp at the wheels. Finally Rob Allen's AWD Corrado VR6 Turbo that has been in the works for years. Rob, this is your push to get it done!

What are your views on the current scene?

There are two sides of the VW scene these days; there's the extreme 'look at me' scene and then there is the old-school crowd that have a sense of pride and passion. Hard work and knowledge, whether working on your own or pulling in friends to lend a helping hand, has

been replaced with daddy's wallet builds. Recognition is deserved in either case, but it is better to have stories from the garage shared by those who spent the time getting it done.

How long have you been into the scene?

I was 15 when my grandfather bought my first VW, a '68 Type 1. By 18 I had bought my first water-cooled VW, an '81 Westmoreland-built Rabbit. Not my first choice, but it soon led to others that made me get more and more involved. I've been in the scene long enough that most of my friends, from all around the world, have come to know each other because of the VW scene. I have travelled to many of the US East Coast shows and have visited Wörthersee a number of times with my friend and PVW photographer, James Jetton. It has given me as much, if not more, back being able to meet and get to know others at every gathering I go to.

If you didn't drive a VAG what would it be?

When I was young, I was into '55-57 Chevys due to my father. Given I have driven VAG for so long it is hard to pick a more modern car that I like, but I do like a nice Dodge Ram truck with a Cummins diesel engine. The power and torque make it a practical vehicle for my needs. It comes in handy when pulling a trailer full of race cars, though it would be a VAG product.

Favourite VAG model of all time?

Hands down, the Mk1 Scirocco S. This is the car that got me hooked on water-cooled VWs. Be it sentimental or not. My best bud growing up was Lee Beam and his father, Mike, had a Cedar green Metallic Mk1 Scirocco S with a 1.8 8v and all of the bits from a Rabbit GTI

and all performance parts from the day that GMP and others had to offer. I loved the lines and its lowered stance; down the right amount and fitted with a set of gold BBS wheels. I fell in love with that car and have owned seven of them over the years. I miss those cars, but I miss Mike the most, he is who I credit for the push that got me into VWs.

What trends do you think will emerge?

I think there is a common push for keeping things simple, clean and detailed. Maybe it's just me, but a nice Mk1 or Mk2 with simple mods is where I see things going, getting back to the roots with a subtle, modern flair.

Favourite show/meet?

Some used to be worth travelling nine-ten hours for and spending the weekend at, but most have changed, be it the trend or the people. My favourite was SOWO for the last eight years and with it over and Matt working to make a new show with a new home, it will be interesting to wait and see. Since there are other shows starting up like Treffen South, Fatman's Invasion and the ever-growing BFI Oktoberfest here in the USA or Wörthersee in Austria that I get to visit every few years, it is a coin toss. At any of them, though, I can relax, meet new friends, see old friends, photograph cars that capture my interest and enjoy a good beer.

Favourite alcoholic tippie?

A Yuengling Traditional Lager or a Warsteiner while I am working in the garage. In the evening: a Franziskaner Weiss beer or Weihenstephaner Hefe Weissbier is always a favourite when enjoying dinner with my friends and family.



Whizz-kidz
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← Whizzy's shell coming along nicely →

Jardine Motors Group – Restoration Project Update

Jardine Motors Group are whizzing along to get 'Whizzy' back on four wheels.



Jardine Motors Group are making good progress in their restoration of a classic Volkswagen 1972 Dry State California camper van in aid of the charity Whizz-Kidz.

Whizz-Kidz provide mobility equipment for disabled children, giving them more fun and active childhoods.

Over the last few weeks the team have been working on the car shell's interior and we are starting to see a big difference from when Whizzy first arrived with us. All panels have been smoothed and prepped for the paint shop and we're looking forward to putting some colour back into Whizzy, who is well on the road to recovery!

The next step is for the teams at Letchworth and Loughton Volkswagen to add all the interior components. When the camper van is complete, it will be auctioned off, with all proceeds going to help Whizz-Kidz.

If you would like to place a bid on Whizzy, please contact us on marketing@volkswagen.jardinemotors.co.uk.



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YEAR: 2001
ISSUE: APRIL
FEATURE: HELMUT ACHTER'S MK1 GOLF
FEATURE WRITTEN BY: ELLIOTT ROBERTS
PHOTOS TAKEN BY: STEPHAN REPKE

Welcome to *PWW Reloaded*. You see, judging by the 90sVWShowScene group on Facebook that's getting bigger and bigger by the month, it's clear that there are a lot of people out there who are still in love with the early days of the water-

cooled VW scene. You see, *PWW's* been going now since all the way back in October 1996. And while we know there are a good amount of people out there who've picked up the mag since day one, there are plenty out there who

won't be too familiar with the mag's early days. Which is what *Reloaded* is all about. Every month we'll be taking a standout car from back in the day and revisiting it to see what made it so special.



At the time this issue was published back in early 2001, the Mk1 Golf scene had pretty much settled down in to three distinct camps. You had your Brit-lookers with their big flat-faced wheels, big bumpers and bright and pastel colours; you had the Euro-look with its small polished wheels, de-chromed bodywork and late-bumpers; and then there was the old-school look, with small lights, small bumpers and minimalist styling. And then German Helmut Achter came along and combined all three in to one very special car.

You see, back in 2001 the Germans were at the peak of their successes on the global VAG scene with the likes of Marco Haeger's genre-defining Mk1 breaking cover just a couple of years prior in *PWW* 02/99. And strangely, by the mid-2000s the German scene had sort of lost its

way, only for everyone to return to form a few years later. It's funny how things play out isn't it?

Anyway, Helmut's Mk1 here was one of the truly incredible Mk1s to come out of VW's motherland at the time and what a car it was. Helmut's Mk1 mixed old-school looks with a simple silver colour, added chrome work and single-round headlights with a new-school powerplant in the shape of a 1.8T lump lifted from an Audi S3. You have to remember that back in 2001 the 20v lump was still a new and very expensive engine so seeing them swamped in to cars was a rare treat that's for sure.

Helmut hadn't just thrown the boosted four-pot in between the Mk1's chassis legs however, the bay had been smoothed and de-cluttered just as perfectly as any old-school 16v install. And thanks to a custom ECU from German tuners

MTM and some slight fettling, it made 274bhp, a very healthy amount for a Mk1 back in 2001.

It wasn't just the K04-shod 20v that Helmut sourced from the Audi back catalogue, he also got himself a complete dashboard, centre console and pair of front seats from a TT to squeeze in to the Mk1's interior; a hugely popular thing to do in the mid- to late-Noughties but to do it in 2001 was pretty incredible. Looking back at Helmut's car now there aren't many things that would need to be changed to bring it inline with the Mk1 scene of 2015. Sure, the TT dash swap is something very much of its time but other than perhaps a change to some larger wheels and smaller tyres, it wouldn't look out of place one bit on this year's Edition 38 showfield we reckon, which if you ask us is a sign of a true classic.

+ POINTS

The BAM-code 20v swap in the smooth bay, the fit and finish, the TT dash swap

- POINTS

The colour-coded bumpers, the exhaust (if we're being picky), the TT dash swap

WHERE ARE THEY NOW?

Well, to be totally honest we're not too sure! We posted on the 90sVWShowScene group on Facebook and asked the question and we dug around ourselves online but nobody could tell us anything definite. One reply on the Facebook group said the car had suffered from neglect after a garage that was working on it went bust

and abandoned the car outside leaving it looking very sorry for itself but our source wasn't sure too sure if that was true himself. If you know what happened to Helmut's car then please do get in touch, we would love to know what happened to it. Email address is pww@unity-media.com

REWIND

WE MAY NOT HAVE ALWAYS BEEN SO FINELY POLISHED, BUT WE'VE ALWAYS BEEN AT THE FOREFRONT OF THE MODDED DUB SCENE. AH THE GOOD OL' DAYS...



1 YEAR AGO

NOVEMBER 2014

12 months ago we kicked the issue off with a pair of very different Polos; Mario Thau's 900bhp VRT drag racer and Will Smith's 'bagged and trimmed show winner. Inside we checked out Daniel Steele's awesome Rallye 1.8T, Wolfgang Eder's smoothed bay S4, Dan Guirey's 8vT rally replica Mk1, and Merijn Sakko's lovely Derby. Finally, we visited mega tuner Regal Autosport to see its pair of supercharged R8s.



5 YEARS AGO

NOVEMBER 2010

Luke Massy took the cover slot with his incredible Mk5 GTI, a car that still impresses us with all its trick detailing. With the cover sorted we then headed to the US to meet up with the Bynums and their latest stunner, a cool Super Bee-inspired Mk2 20v, checked out Simon Doss' Mk4 24vT and hung out in our studio with Ema Page and her Lupo.



10 YEARS AGO

NOVEMBER 2005

Ten years ago it was the turn of Rich Harrison to take the cover slot with his awesome Euro-look Mk1 Caddy. Inside the mag we hung out with Jose Benavides and his Mk4 1.8T, checked out Steve Denton's Mk2 16v and met up with Ronny Vangeneugden and his Mk5 on 20" wheels – a pretty big deal a decade ago! Finally, we featured a pair of London-based Mk1s and Marc Ganzer's Mk3.



15 YEARS AGO

NOVEMBER 2000

Back in the year 2000 we kicked things off with Colin Kumar and his wide-body and kitted-out Mk3 cabrio; a very unique car indeed. Jason Ajamian's wide-arch Vento continued the theme before we headed to Bruntingthorpe for a thrash with six hot Rallyes and checked out Ali Ziaii's incredible Mk2 – a car that would still kill it if it rolled out fresh today!



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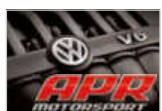
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